

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

New and Safe Insecticide

Accident Insurance and Company
Owned Cars

More Governmental Waste

Futures and Options in the
Grain Market—

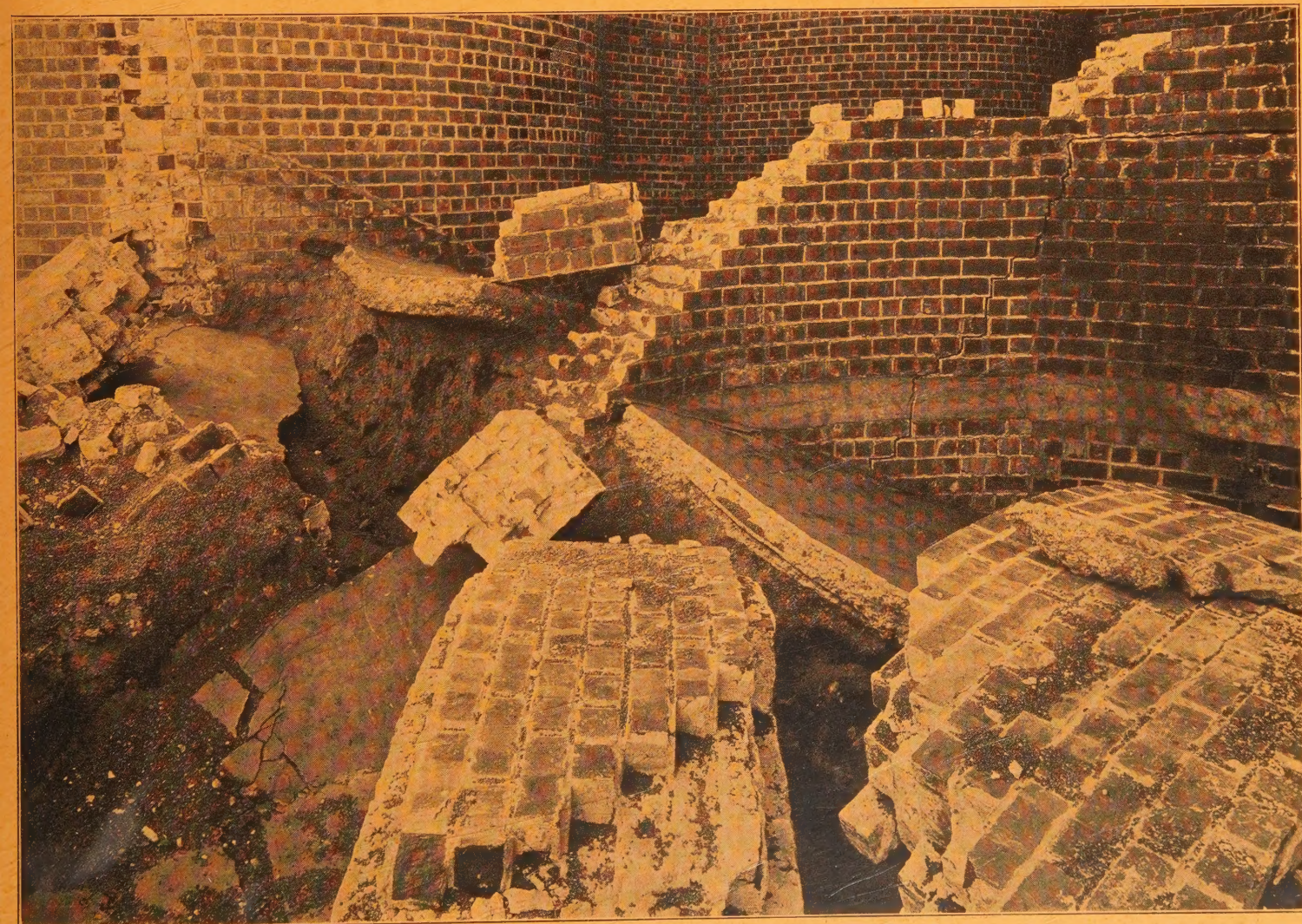
—Prof. Arch B. Clark

Double Liability of Minnesota
Co operatives

Federal Trade Commission Loses
in Court

Evolution of Speed Reducing
Equipment

The Increasing Toll of Lightning



These heavy brick walls of the Louisville, Ky., Grain Storage Tanks which collapsed do not appear to have been reinforced sufficiently to withstand the lateral stress when grain was being withdrawn.
(For Illustrated Description see page 470.)

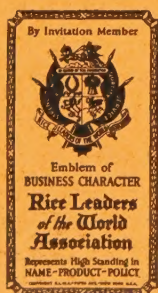


The Logical Rope

for the transmission of your power is a rope that will successfully operate in an environment, as is illustrated above.

Notice the splendid appearance of the rope which is subjected to every possible action of the elements. Yet it keeps the wheels of a powder mill turning each working day of every week in the year. This particular rope has been in operation for several summers and winters, and never has the mill ceased operating on account of its drive.

You may experience the same results by installing Columbian Tape-Marked Pure Manila Transmission Rope on your Rope drive. Our many years of experience is at your disposal, and a postcard will bring you a copy of the most complete book on Rope Transmission ever published.



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Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Haym & Co., H. M., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.

Grain Marketing Co., grain merchants.
Davis, Inc., A. C., grain.*
Globe Elevator Co., receivers and shippers.
Great Lakes Grain Co., Inc., receiving and forwarding.
McKillen, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*
Watkins Grain Co., grain commission.

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, receivers and shippers.*
Piper Grain & Mfg. Co., receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Clement, Curtis & Co., members all exchanges.*
Dole & Co., J. H., grain and seeds.*
Grain Marketing Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.

Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*
*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.

Anderson Co., D. L., grain dealers.
Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.

Caughy-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney-Muchmore Grain Co., recvrs., shprs., consignmts.
Grain Marketing Co., grain merchants.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GALVESTON, TEX.

Texas Star Flour Mills, flour and corn millers, exprtrs.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, recvrs.-shprs.
Collingwood-Moore Grain Co., receivers and shippers.
Gano Grain Co., wheat, corn, sorghums.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consignments, country run grain.

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., receivers and shippers.*
National Elevator Co., grain merchants & comm.*
Montgomery & Tompkins, receivers and shippers.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Grain Marketing Co., grain merchants.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Secular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Uddike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Franko Grain Co., The, grain and feed.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBuddo Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Itasca Elevator Co., grain merchants.
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Grain Marketing Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Marshall Grain Co., grain, feed, seeds.*
McManus Gr. & Feed Co., W. F., wh., corn, oats, mfeed.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

RICHMOND, VA.

Grain Exchange Members.

Morriss & Co., C. F., grain, feed, hay, flour brokers.*

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEX.

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whlse. grain, hay, mill feeds.

SIOUX CITY, IA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Flanley Grain Co., receivers and shippers.*
Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahm & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.
Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
Wallingford Bros., milling and export wheat.*
Wichita Terminal Elevtr. Co., general grain and elvtr.*

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

Member Grain Dealers National Association.

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.
Wholesale Grain and Beans.

The Summit Grain Co.
Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

Farmers Union Mlg. & Elev. Co.
Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Denver Elevator
Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

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Chamber of Commerce
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Chas. England & Co., Inc.
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Baltimore Grain Co.
Receivers & Exporters
Baltimore Maryland

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COMMISSION
Grain and Hay
BALTIMORE MARYLAND

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

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to a firm you KNOW to be RELIABLE.

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1887 Toledo, Ohio 1924

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International Game, played in Toledo, Ohio.
Providence does dealing, When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
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Members

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Members

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Consignments
and Futures
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Feterita, Milo
Maize, Mill Feed

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SHANNON GRAIN COMPANY

CONSIGNMENTS

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Kansas City Missouri



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OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

Rocky Mountain Grain & Com. Co.

Consignments

Simonds-Shields-Lonsdale Grain Co.

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Grain Commission

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Ernst-Davis Com. Co.

Kansas City

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St. Louis Merchants Ex.

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Members

MINNEAPOLIS

Chamber of Commerce
Members

MARFIELD GRAIN CO.

MINNEAPOLIS, MINN.

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HARRINGTON CO.**

MINNEAPOLIS

DULUTH

Cereal Grading Co.

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We buy, sell, store and ship
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offers, or try us with your
consignments.

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Operators of Elevator "R"

Chamber of Commerce
MINNEAPOLIS

CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

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MINNEAPOLIS, MINN.

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Barley, Durum Wheat, Also
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Members

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LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

166 W. Jackson Blvd. Chicago, Ill.

PHILIP H. SCHIFFLIN & CO.
Grain Commission

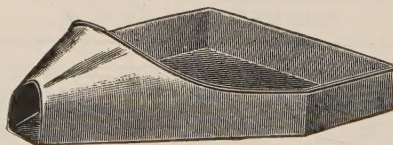
49 Board of Trade CHICAGO

CARHART CODE HARWOOD CO.
Grain Commission

Board of Trade CHICAGO

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J. J. BADENOCH CO.
BUYERS and SHIPPERS of all kinds of
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CONSIGNMENTS SOLICITED
400 N. UNION AVE. CHICAGO, ILL.WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY
Especially Consignments
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60 Board of Trade, Chicago**Chicago Grain & Salvage Co.**
Dealers in
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GRAIN, FEEDS, Etc.
Write or Wire
930 Postal Telegraph Bldg. CHICAGOThere is no better time to adver-
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start before your competitor.
Write the JOURNAL today.**BARTLETT FRAZIER Co.** GRAIN MERCHANTS
Western Union Bldg.
CHICAGO**Clement Curtis & Co.**The Rookery Bldg., Chicago
Members of all principal Exchanges.
Private wire service to all leading cities
in this country**Harris, Winthrop & Co.**
1 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**
Members of Principal Exchanges**HITCH & CARDER**COMMISSION MERCHANTS
Members Chicago Board of Trade
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.
Tel. Wabash 6584**LOGAN & BRYAN**
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Branch Office, Congress Hotel

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327 South La Salle Street CHICAGO, ILL.**JOHN E. BRENNAN & CO.** GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO**GRAIN SAMPLE PANS**Made of sheet aluminum, formed
by bending, reinforced around top
edge with copper wire. Strong, light
and durable. The dull, non-reflecting
surface of the metal, which will not
rust or tarnish, assists the user to judge
of the color and detect impurities.
Seed Size, 1½x9x11", \$1.65.
Grain Size, 2½x12x16½", \$2.00.

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GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.

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Leading Exchanges

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Rosenbaum BrothersRosenbaum Grain Corporation
Davis-Noland-Merrill Grain Co.

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Minneapolis

Ft. Worth

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BROKERS
Chicago Indianapolis New York
Kansas City Toledo Philadelphia
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Facts or Figures Relative to Securities or
Commodities Cheerfully Supplied.

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Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

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Commission Merchants
Receivers and Shippers of
GRAIN, SEEDS, PROVISIONS
72 Board of Trade, CHICAGO

BARLEY WANTED

Two Rowed and Heavy White

Send Samples

Also Send Samples Buckwheat

The Quaker Oats Company
Grain Department Chicago, Illinois

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Board of Trade Chicago, Illinois

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

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GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG ST. LOUIS, MO.

Established 1877
Langenberg Bros. Grain Co.
St. Louis New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS
202 Merchants Exchange Bldg., ST. LOUIS, MO.

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GRAIN CO.
SUCCESSORS TO
GOFFE & CARKENER CO.
Receivers and Shippers St. Louis, Mo.

GRAIN MARSHALL HALL GRAIN COMPANY
HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT
ST. LOUIS
ST. JOSEPH

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ularly use the advertising pages of the GRAIN DEALERS JOURNAL.

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Grain Company
Operating Brooklyn St. Elevator
Buyers and Sellers of Corn
846 Pierce Bldg. St. Louis

"We Ship What We Sell"

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

**We Want Your
Business**
Ask for Our Prices

The A. J. Elevator Company
ST. JOSEPH, MO.

**Hard and Soft Wheat
Corn and Oats**
Write, Wire or Phone Us

GORDON GRAIN CO.
CONSIGNMENT SPECIALISTS
ST. JOSEPH, MO.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

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Members**PEORIA**Board of Trade
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Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission Our Specialty

W. W. Dewey & Sons
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33-35 Board of Trade
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Receivers **GRAIN** Shippers
42-47 Board of Trade**C. N. D. QUOTATIONS**

A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week, Commencing Monday 192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9½x11½, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.Board of Trade
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Members**CORN****Halliday Elevator Company**
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WRITE US YOUR OFFERS**L. W. FORBELL & CO.**
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Sellers of Cash Grain and
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MILWAUKEE--CHICAGO--MINNEAPOLIS**SHIP US YOUR CORN, OATS AND WHEAT**

Regardless of its condition. We operate the Superior Elevator equipped with all modern machinery for handling grain.

PRATT & CO., Operators of Superior Elevator
910 Chamber of Commerce Buffalo, N. Y.**Certain Departments**

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Clark's Car Load Grain Tables

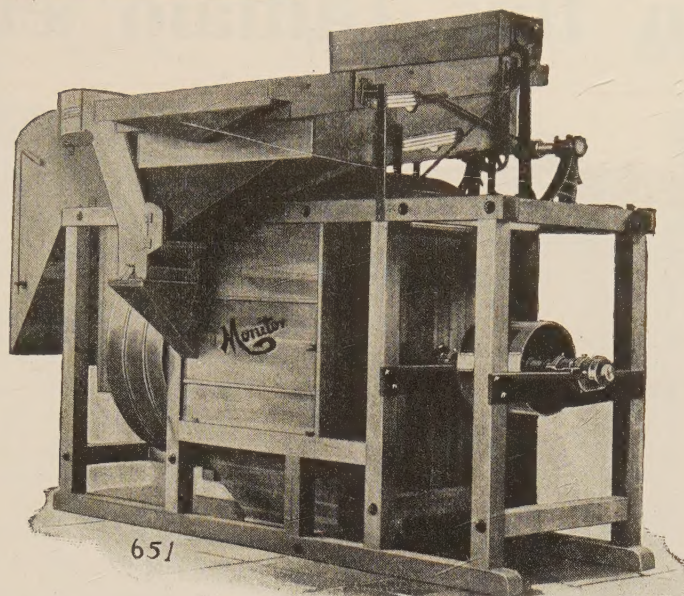
Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000 to 107,950 lbs. to bushels of 32 lbs.	
20,000 " 74,950 " " " " 34 "	
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Pounds in red ink; bushels in black. Linen ledger paper reinforced, bound in flexible karatol with marginal index. Price \$2.50, weight 6 ozs.

GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL.

Monitor



It's To Your Advantage

to have a MONITOR Oat Clipper in your plant. You can use it in many ways. It clips oats perfectly. It will scour musty, rusty or grown wheat well. It will scour and polish barley. When fitted with the "Carry-by Spout" it will air and screen clean any grain without passing through the cylinder.

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Will Hill, 217 Corn Exch.

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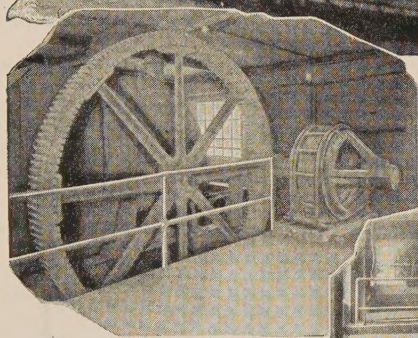
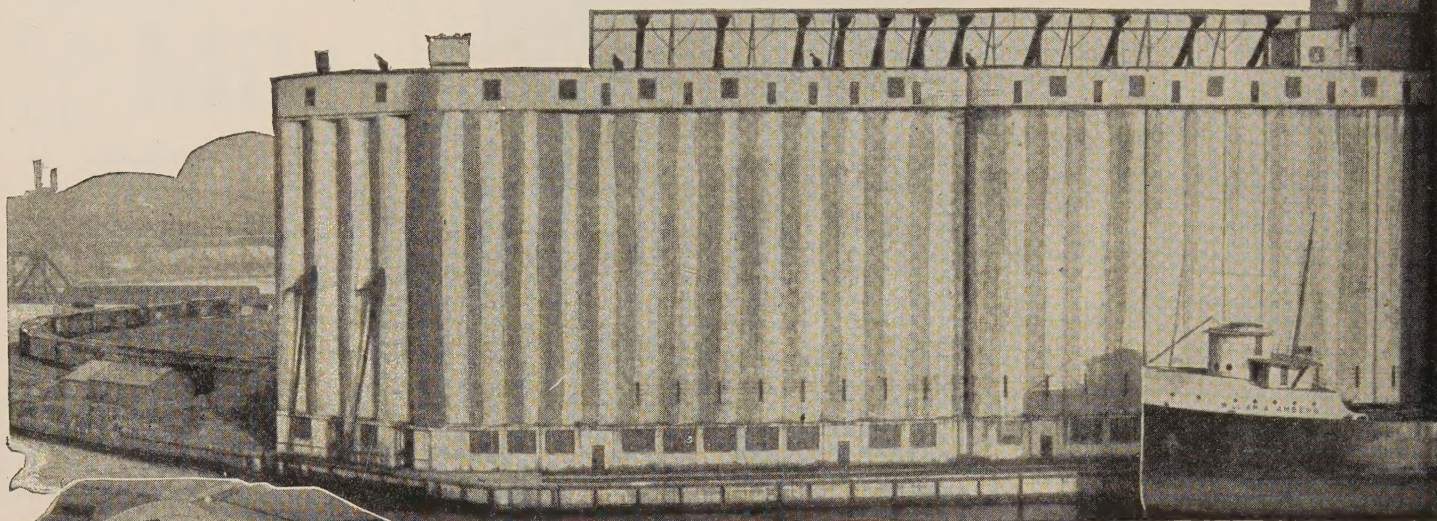
J. J. Ross Mill Furn. Co.

Canadian Plant:

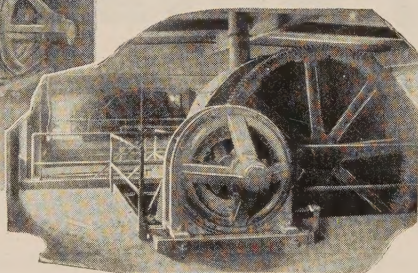
Tillsonburg, Ontario.

Monitor
REGISTERED TRADE-MARK

—and in this Buffalo elevator



One of three installations of a G-E Motor gear-driving head pulley of shipping leg—elevating 14,000 bushels per hour



Two of four G-E Motors direct-connected to head pulleys of receiving and shipping legs—handling 12,000 bushels per hour

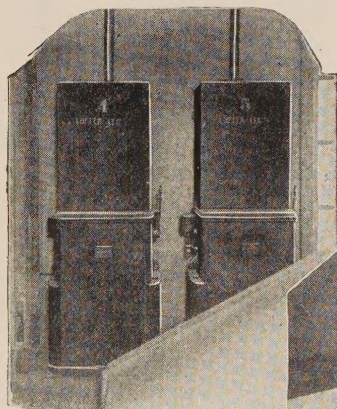
For Maximum Service

How much depends on the satisfactory performance of the equipment in a modern terminal elevator? Consider the cost of a let-down in the operating efficiency at a critical period during the grain handling season. Does not this consideration urge the use of reliable motors?

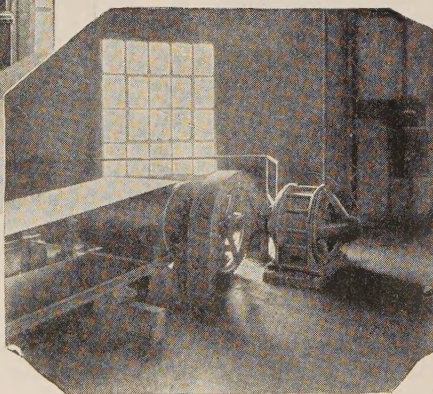
The successful motor drive of its equipment is the keystone of activities at Concrete-Central, which has a capacity of 4,500,000 bushels.

G-E Motors drive car pullers—car shovels—belt conveyors—receiving and shipping legs—clippers—drier fans—blowers.

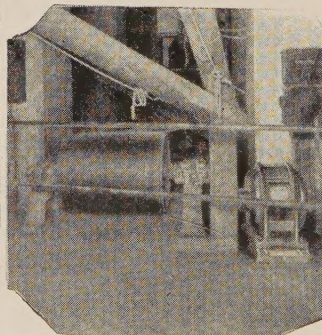
That the successful operation of other big modern grain elevators in the United States and Canada is



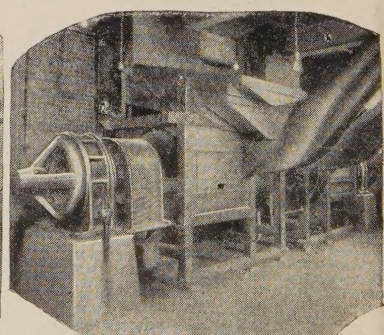
Two of seven G-E Hand Starting Compensators which control seven G-E Motors driving head pulleys of receiving and shipping legs



One of four G-E Motors direct driving 42" belt conveyors on bin floor. Each belt conveys 22,000 bushels per hour



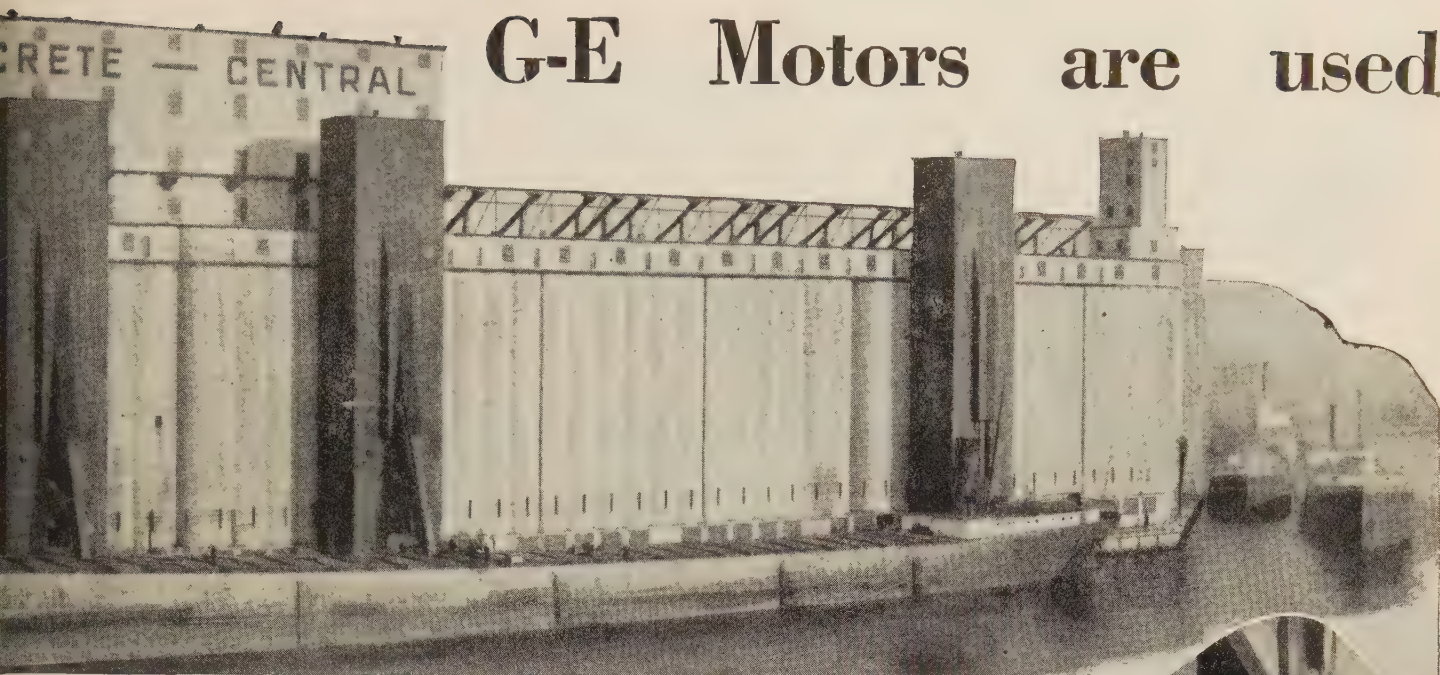
G-E Motor driving 32" belt conveyor in basement of workhouse. This is one of eight similar installations



Two G-E Motors each direct-connected to oat clippers



GENERAL



G-E Motors are used

Specify G-E Motor Drive

also linked with G-E Motors, evidences the opinion of reliable elevator builders toward G-E equipment.

To all designers, builders and operators of grain handling plants the installations of G-E Motors throughout this terminal elevator have definite significance—DEPENDABILITY.

The General Electric Company offers the abilities of its engineers and the facilities of its factories in the successful working-out of the motor and complete electrical requirements for grain elevators.

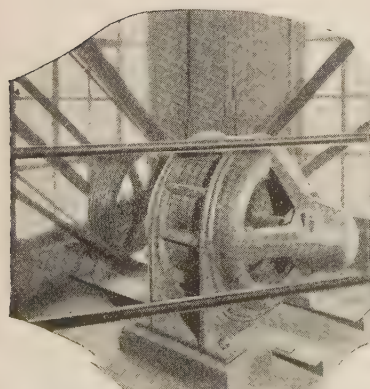
General Electric Company
Schenectady, N. Y.
Sales Offices in all Large Cities



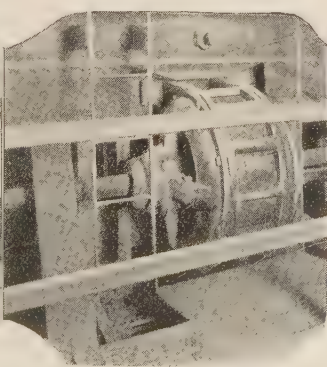
One of two G-E Motors, each of which drives two fans for hot and cold air in kiln. 500 bushels are dried every 20 minutes



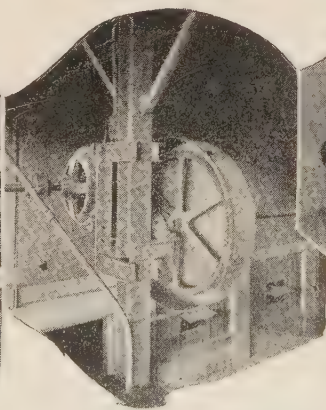
G-E Motor operating tunnel blower in basement of workhouse



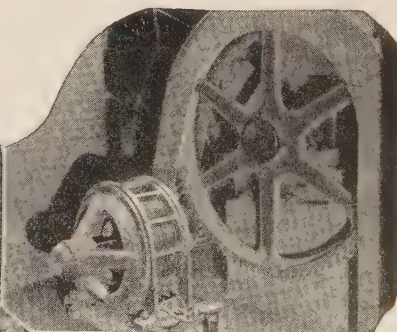
G-E Motor driving moving mechanism of marine leg, which includes leg pusher, leg hoist, tower mover



G-E Motor driving head pulley of marine leg—handling 25,000 bushels per hour



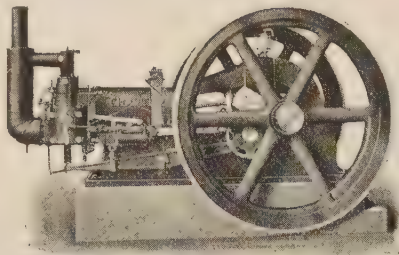
G-E Motor geared to shaft operating car unloading shovels. This is one of three, similar installations—each motor operating two shovels. Operating but two units, over 100 cars a day have been unloaded



G-E Motor geared to car puller machinery. One of two installations, each pulling on tracks



ELECTRIC



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THAT'S what E. S. Duff of Newcomerstown, Ohio, said about his Charter Engine. That's the kind of service that you'll get once you put the Charter Type R Oil Engine in your mill or elevator. It will serve you depend-

ably years after the ordinary engine would have been junked.

Get the free catalog. It describes the trouble-free ignition service, the accessibility which enables you to make repairs yourself, the economical fuel vaporizer, and other advantages.

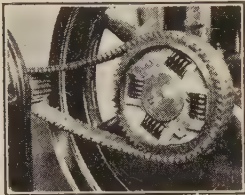
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Engine builders since 1880. Sole manufacturers of Mietz Oil Engines.

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The Charter Type R Oil Engine burns distillate, kerosene or gasoline. One cylinder - 20 to 90 hp.; two cylinder—40 to 160 hp.

GDJ 10-17 R-RTG

(Drive, with shock-absorbing sprocket)



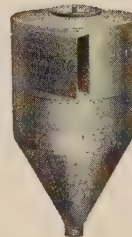
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One of our engineers will gladly give his assistance at your request. Write.

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The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.50. Weight, 6 lbs.

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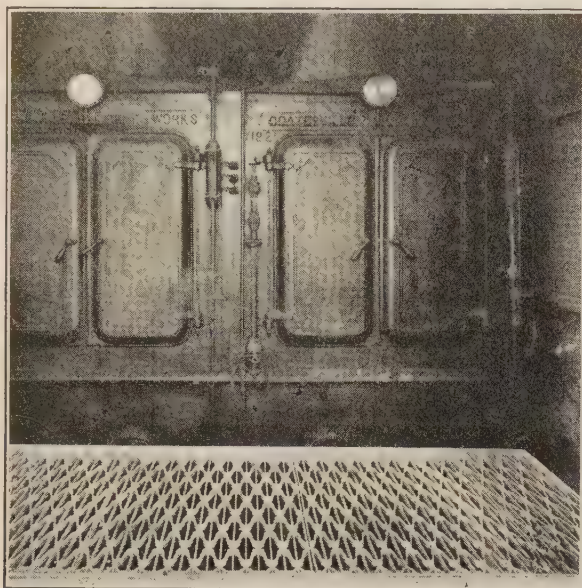
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LINK-BELT

SILENT CHAIN DRIVES



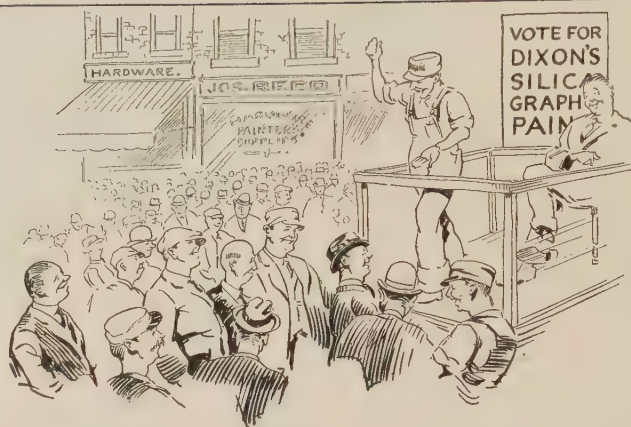
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GRAIN DEALERS JOURNAL

309 South La Salle Street

CHICAGO, ILL.

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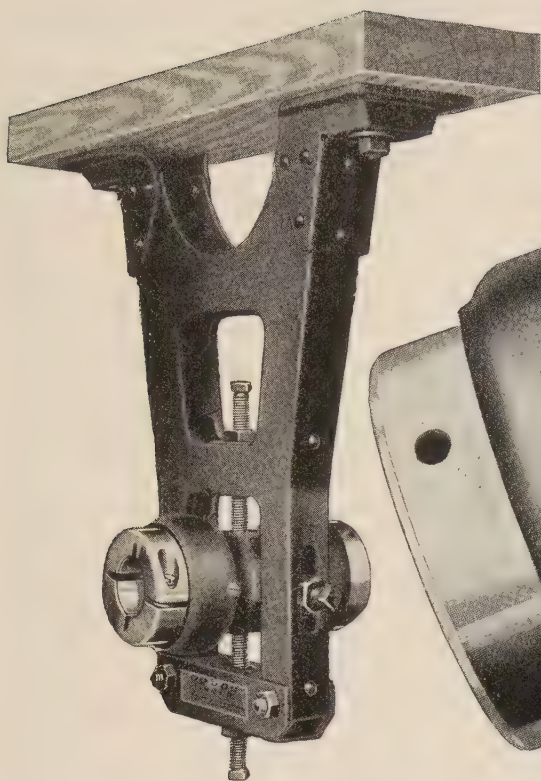
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

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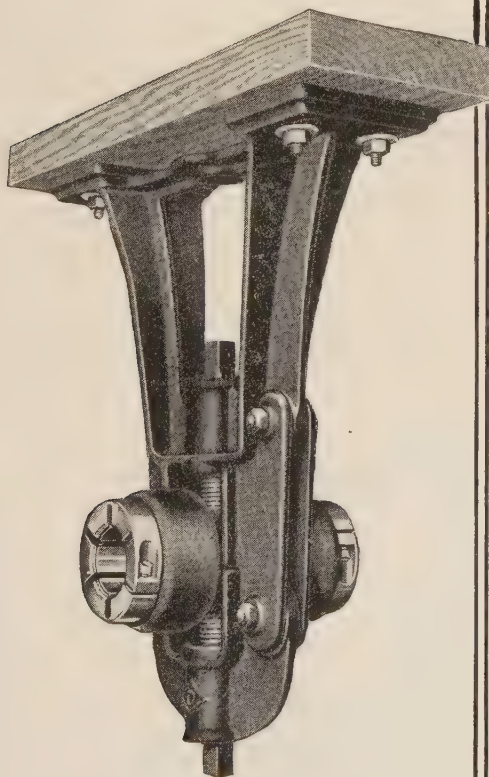
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

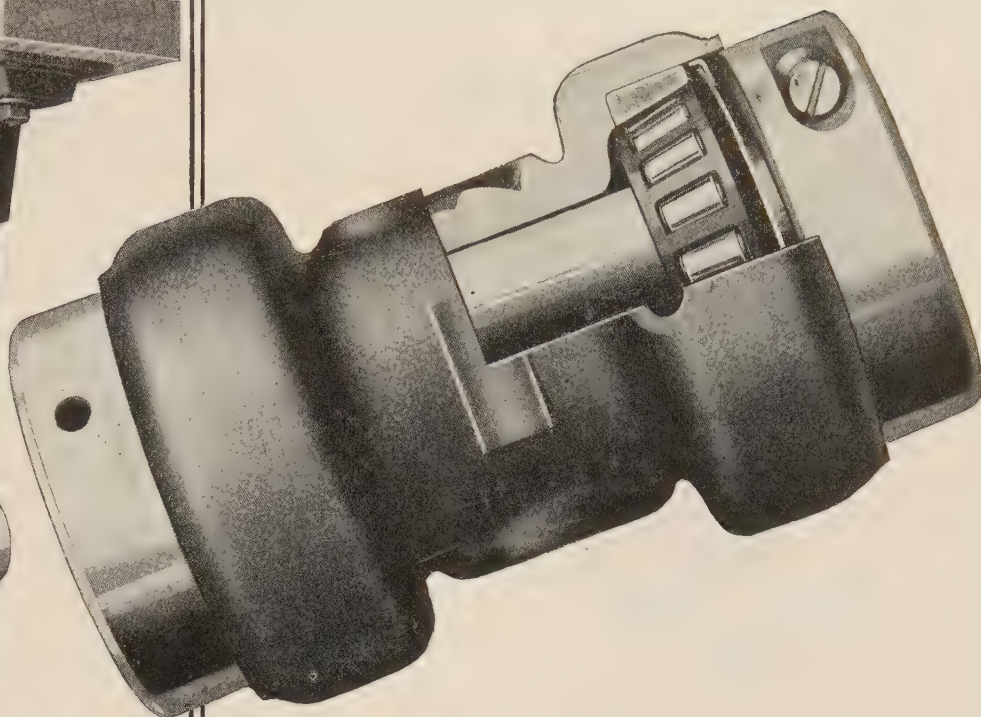
Grain Dealers Journal, 309 So. La Salle St., Chicago



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Dodge Ball and Socket Hanger with Dodge-Timken Roller Hanger Bearing



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Write for information regarding this new Dodge product.

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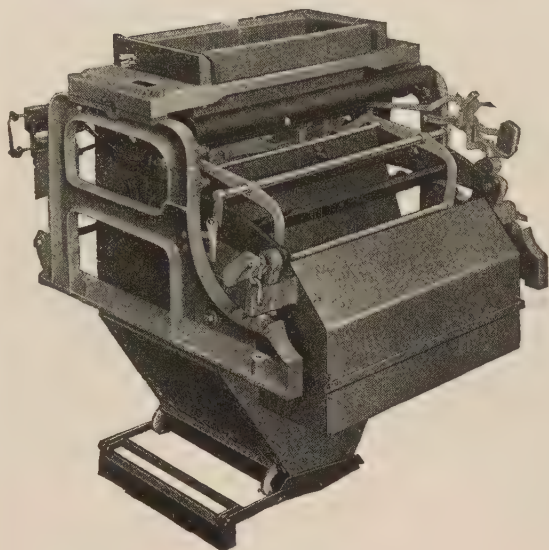
DODGE MANUFACTURING CORPORATION
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All Automatic.

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Built to I. C. C. specifications.

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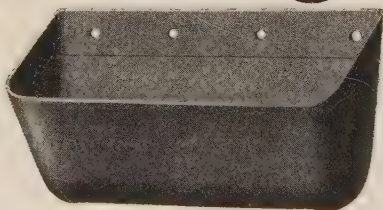
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A bucket for high speed and perfect discharge



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Weller Buckets are well made and will give the service



We Also Make
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Grain Dealers Journal

309 So. La Salle St.

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PITS and basements that are perfectly dry after years of service, in places where water pressure as well as ground water have been encountered, prove daily the practical value of Medusa Integral Waterproofing to the owners of Grain Elevators.

Every new job where Medusa Waterproofing is used meets with the enthusiastic acceptance of the operator. The very certain knowledge that these same men will still be as well satisfied several years hence has for its foundation hundreds of jobs where Medusa Waterproofing has met every test for as many as seventeen years.

To contractors who make a specialty of building concrete

grain elevators, Medusa Waterproofing offers a positive method for making good on every point concerning dampness covered in your contract.

To operators who are about to build, Medusa Waterproofing will bring you a new sense of security in the construction of dry pits and basements.

To operators who are now suffering through damp pits and basements, Medusa Waterproofing offers a remedy that is both positive and inexpensive.

To all three we invite your story of how best Medusa Waterproofing can serve you. We'll gladly assist you in any way possible.

The Sandusky Cement Company
Department G J Cleveland

Manufacturers of Medusa Non-Staining White Cement (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); and Medusa Gray Cement (Plain and Waterproofed).

MEDUSA
WATERPROOFING
Powder or Paste



SMUTTY WHEAT SCOURERS

"Eureka", endorsed by the biggest elevator operators

Quick Shipments



S. Howes Co., Inc. Silver Creek, N. Y.

European Branch: 64 Mark Lane, London, E. C. 3, Eng.



SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

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7 So. Dearborn St
Chicago, Ill.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 200 pages, 20 lines to each page, giving room for recording 4,000 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$3.00

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

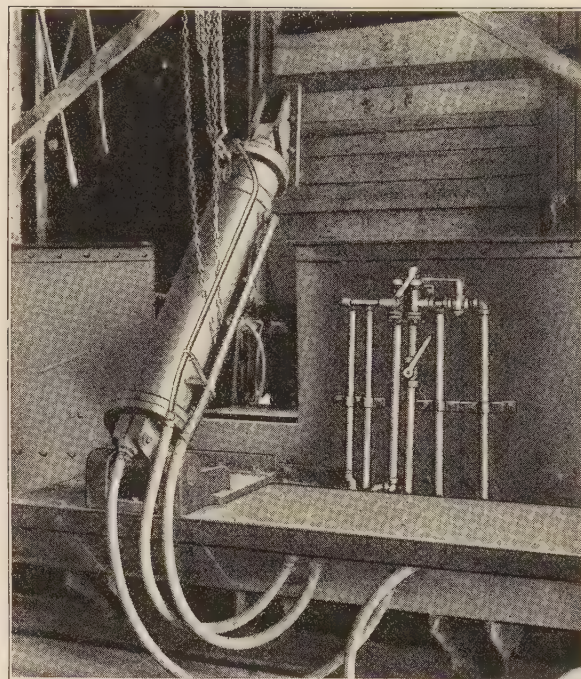
Saves Wages of One or Two Men Every Year Removes Grain Doors in 2 Minutes

BY eliminating extra men for chopping doors—by saving the time of shovelmen—by speeding up the entire work of grain unloading—the

Peterson Pneumatic Grain Door Remover

more than pays its cost every year! This powerful, pneumatic tool removes a grain door in two minutes. No door, no matter how spiked, can resist the tremendous pressure it exerts.

Let our engineers show you, with proof, how it will reduce your unloading costs. Write for full information.



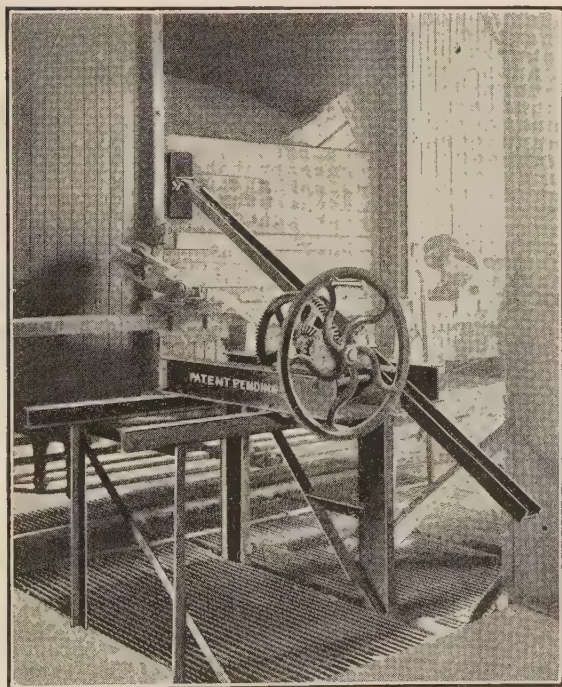
Peterson Grain Door Remover

With 100 lbs. air pressure the Peterson exerts 6,000 lbs. pressure on the door, pushing it upward and inward without breaking. When loose, the flow of the grain guides it out within reach of the operator. Surplus air available for cleaning, signaling, etc.

PANK Grain Door Remover

Saves time, saves labor, saves grain doors! One man turns the flywheel, developing a tremendous and steady pressure of the ram against the door sections. No door can resist; no section is destroyed or injured. Only two men needed, the second to remove free sections.

Simple to install in either new or old elevators. Costs less than any similar machine on the market. Write for additional information and prices.



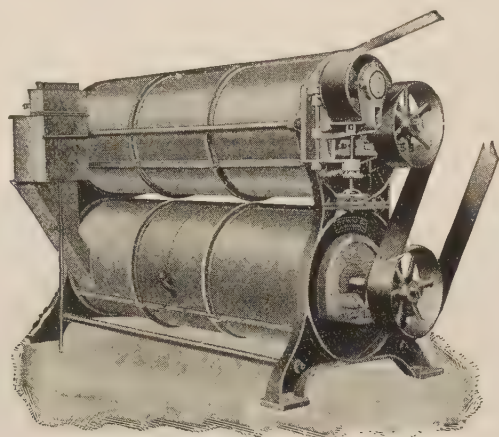
Pank Grain Door Remover

EAT
MORE
WHEAT

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





Some users of Wolf-Dawson Wheat Washers

Sperry Flour Co., San Francisco, Calif.
Colorado M. & E. Co., Denver, Colo.
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Turner-Hudnut Co., Peoria, Ill.
Postum Cereal Co., Battle Creek, Mich.
Stockbridge Elvtr. Co., Jackson, Mich.
Pillsbury Flour Mills, Minneapolis, Minn.
Washburn-Crosby Co., Kansas City, Mo.
Southwestern Mfg. Co., Kansas City, Mo.
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State M. & E., Grand Forks, N. D.
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Buy Smutty Wheat

make it absolutely pure and clean and sell it at a profit through the use of a Wolf-Dawson Wheat Washer and Dryer.

The cost of washing the dirtiest wheat does not exceed one-half cent per bushel, and this includes water, waste, power and attention. The amount of water varies with the degree of moisture and the amount of dirt. On this basis, and considering the low dockage (5-1/10% on \$1.25 wheat) the profits accruing from washing wheat are nearly 6c per bushel. Drying the wheat after washing is included in the above cost. We shall be glad to send you detailed information on operation and cost.

THE WOLF COMPANY
Chambersburg, Pa., U. S. A.

Extensively Used by U. S. Dept. of Agriculture, Federal and State Grain Inspection Departments, Grain Trade, etc.

GRAIN TESTING SCALES



No. 4000

Used in Moisture Testing

Complete catalog No. 335G on request.

THE TORSION BALANCE CO.

New York Chicago San Francisco

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

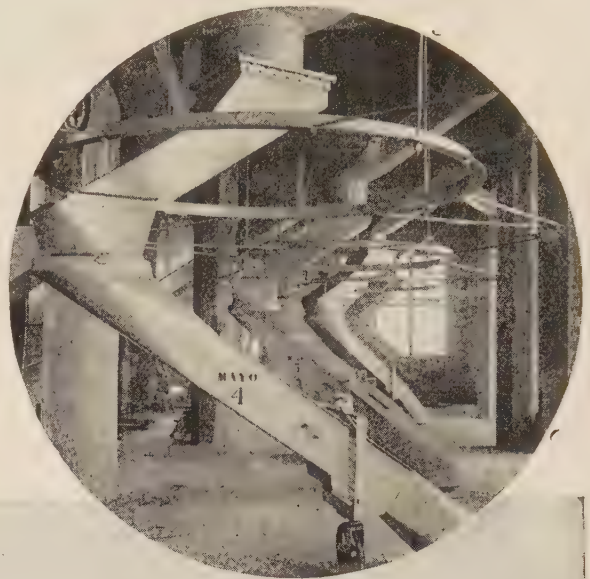
CHICAGO, ILLS.

Missouri Pacific Elevator at St. Louis, Mo.

THE Missouri Pacific Elevator at St. Louis, Mo., is one of the many large terminal elevators equipped with WEBSTER GRAIN HANDLING EQUIPMENT.

Installations like this are an indication of our ability to meet modern requirements in design, manufacture and operation.

This organization—with nearly half a century of experience in designing and building suitable grain elevating equipment and marked engineering skill and resourcefulness—is at your service.



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BUFFALO.....572 Ellicott Square
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CLEVELAND.....509 Sweetland Bldg.
NEW YORK.....90 West Street
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Proof Positive of Invincible Quality

Recent Contracts for INVINCIBLE MACHINES were placed by such internationally known concerns as:—

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New Mill, Buffalo, N. Y.
98 Machines

Quaker Oats Company
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20 Machines

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The significant thing is not alone in the fact that these orders came to us, but that all three companies have been using INVINCIBLE MACHINES for years.

The highest degree of perfection in the finished product is never attained except by the employment of Machinery of First Quality.

Quality is Inherent in Invincibles

Invincible Grain Cleaner Company

Silver Creek, N. Y.

Representatives in—

Minneapolis, Chicago, Kansas City, Indianapolis, Remont, Ohio; Bristol, Tenn.; Philadelphia, San Francisco, London, Eng.



THE "STAR" WAREHOUSE BRUSH for Sweeping Grain from Cars

Let us ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money. Used by leading terminal elevators.

\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.
422 So. 4th St., Minneapolis, Minn.
BROOMS—Extra heavy (43 lb.) warehouse brooms \$12.00 per doz., Minneapolis.

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

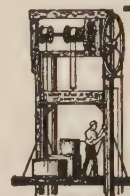
KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

HELBYVILLE, IND.

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SIDNEY AND ELEVATORS MAN LIFTS

They will reduce your handling expense and speed up your work. Easily installed. For quota to give your requirements.

SIDNEY ELEVATOR MFG. CO.
Sidney, Ohio

Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9½x11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.55; weight 2 lbs.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

ONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowshe's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Please to express my appreciation of the long-lasting, trouble-proof Bowshe. Have used a No. 4 ten years & it less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G.I.

B. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS
Are now using

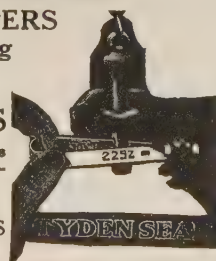
TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



Scale Ticket Copying Book

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9½x11 inches. Printed on good paper, 5 sheets of carbon. Order Form No. 73. Price \$1.55; weight 2 lbs.

Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

The "Climax" Scoop Truck

Can easily add 25c to 30c an Hour to the value of a man's time who uses it in unloading Coal or Grain from box cars.

Hence, in two weeks' use the Scoop Truck will pay for itself and cost you nothing for its use thereafter.

It will last for years and save the wearing out of a dozen common scoops in doing a like amount of work.

Hundreds have tried it and will certify to the truth of these statements.

Why not order now and let the Scoop Truck be giving itself to you?

Price \$15.00
F. O. B. Cars at Factory
Detroit Scoop Truck Co.

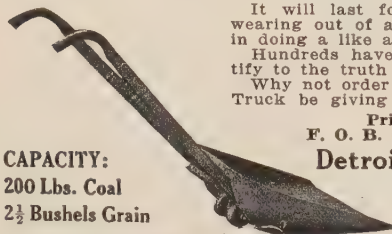
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CAPACITY:

200 Lbs. Coal

2½ Bushels Grain

Patented



A CAR-MOVER WITH THE "PUSH"

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word "New Badger"—it identifies our product



ACCOUNTBOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

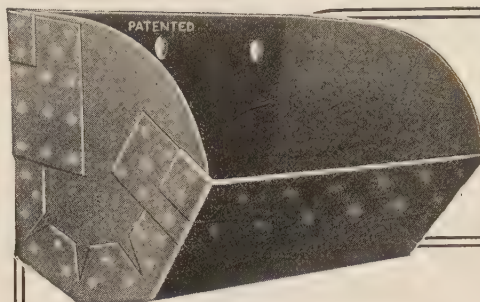
GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,260 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.



Are You Equipped to Handle Your Wet Corn?

You will need an Elevator Cup that is

Add up the column to the right and

You will find the only result you

Can get is the—"SUPERIOR ELEVATOR CUP"

STRONG ENOUGH to handle the heavy, wet corn

HEAVY ENOUGH so it will not rust out quickly

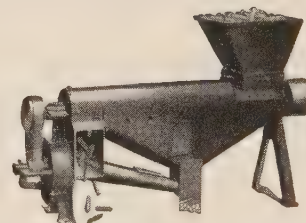
BIG ENOUGH to carry a good load, and a cup with a

PERFECT DISCHARGE and a FAST WORKER!

Write us for full information and free sample cup

K. I. WILLIS CORPORATION
204 18th Street A Moline, Illinois

No order too large for us to handle;
None too small for us to appreciate.



FIVE MORE REASONS

Why You Should Use the TRIUMPH

6. After the cylinder teeth are worn they may be replaced, making the shell-er as good as new.

7. They can be adjusted for different kinds of corn.

8. They are built on an economical production basis.

9. They are shipped completely assembled all ready to run.

10. They are guaranteed to give entire satisfaction.

Let us tell you more. Ask for descriptive bulletin.

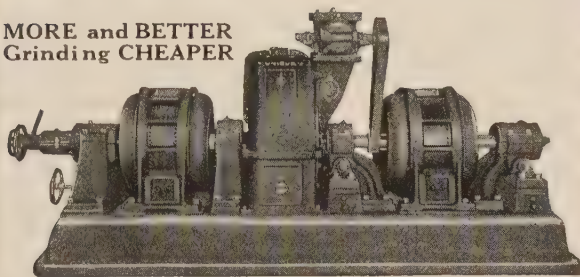
THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio.

A SOUND INVESTMENT—

Here is a machine that builds up a profitable feed grinding business which turns slack times into busy times—pays the overhead expenses of your mill or elevator—and shows a nice profit.

UNIQUE Ball Bearing Attrition Mill

MORE and BETTER
Grinding CHEAPER

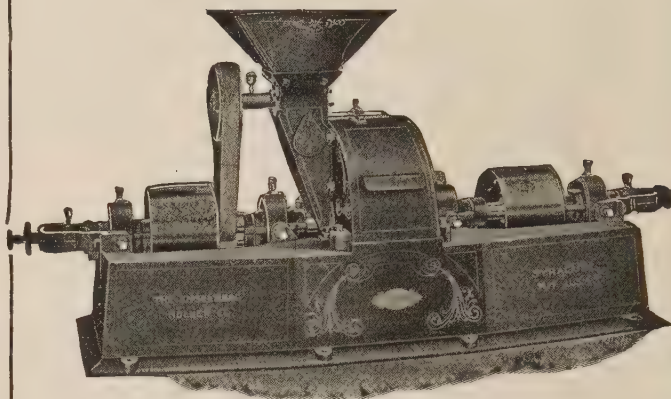


Install this most modern feed grinder and let your business flourish. A UNIQUE Mill will give you greater capacity—grind a better product—and keep operating expenses lower than any other feed grinder on the market. This is assured by exclusive patented features.

Ask for Catalog No. 12, which illustrates and describes the machine in full. No cost or obligation to you.

ROBINSON MFG. CO.
42 ROBINSON BLDG. MUNCY, PENNA.

The "HALSTED" HAS NO EQUAL



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Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
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Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.15.

Send all orders to

Grain Dealers Journal
309 South La Salle St. CHICAGO, ILL.

Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5¼"x8¾".

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309 S. La Salle Street CHICAGO, ILL.



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and a wonderful space saver, too.

It is the Monarch Vertical Batch Mixer, noted for rugged construction, compact design and efficiency as a mixer of dairy feed, scratch grain, chick feed, etc. It is:

**Self Cleaning
Quick Acting
Adaptable to almost any location
Inexpensive to install**

The Monarch Vertical Mixer will enable you to increase your trade by supplying same with balanced rations—It spells—More Profits.

Catalog I F explains this and other Feed Mixing Machinery in detail. Sent on request.

We design, plan and equip Mixed Feed plants complete. Write for information.

SPROUT, WALDRON & CO., 1202 Sherman St., Muncy, Pa.

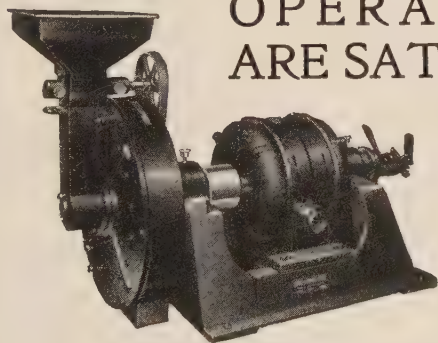
Chicago Office: 830, 9 South Clinton Street

Kansas City Office: 612 New England Building



THE MONARCH MILL BUILDERS

DREADNAUGHT OPERATORS ARE SATISFIED



ORDERS ANOTHER DREADNAUGHT

Our DREADNAUGHT at Kennard is satisfactory. You may ship us a 24" Motor Type Dreadnaught for our Gwynneville plant.

W. D. SPRINGER.

Indianapolis, Ind.
Sept. 23, 1924.

Write for our SPECIAL TRIAL OFFER

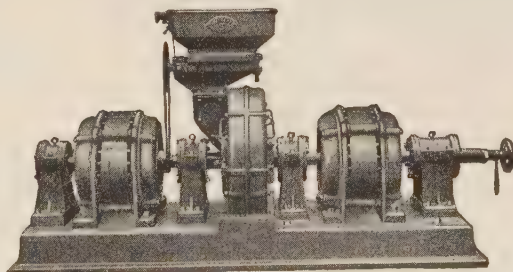
BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

THINKING OF BUYING AN ATTRITION MILL?

Then of course you want one which is substantial and durable—one with the grinding heads continually in tram—and one easy and economical to operate.

THE MUNSON BALL BEARING ATTRITION MILLS

have all the desirable features wanted by every miller and are **exclusively** equipped with the famous Undercut Rib grinding plates—which "grind better and last longer."



Built by Feed Mill Specialists

Send for Catalog 52 and convince yourself.

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Established 1825 Utica, N. Y.

Representatives: Strong-Scott Mfg. Co., Minneapolis, Minn.; F. J. Conrad, Cedar Rapids, Ia.;
A. F. Ordway & Sons, Beaver Dam, Wis.;
A. D. Hughes Co., Wayland, Mich.

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Let the Grain Dealers Journal
Want Ads do your work.
They bring quick results.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



AGRICULTURAL GYPSUM

Tell your farmer friends about it! It increases crops. Carries insect poisons, preserves nitrogen in animal and poultry manure, etc. Write today for valuable book—free!

THE GYPSUM INDUSTRIES
Dept. 94 844 Rush Street Chicago

GRAIN ELEVATOR BUILDERS

A Reduced Cost of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

Younglove Construction Co.
SIOUX CITY, IOWA

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

BLOOMINGTON CONST. CO.

Bloomington, Ill.

Engineers and Contractors of

GRAIN ELEVATORS

MILLS AND STORAGE TANKS

Cable Address "Pilenco"

Charles L. Pillsbury Co.

Minneapolis—St. Paul

Designing and Supervising Engineers

Grain Elevators—Flour Mills—Power Plants

A. F. ROBERTS

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53 Devonshire St. Boston, Mass.

Designer and Builder of

MODERN GRAIN ELEVATORS

W. C. BAILEY & SON

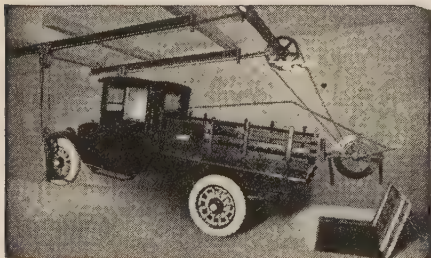
Engineers and Contractors

Mills, Elevators and Warehouses

Grain Exchange Bldg., Omaha, Neb.

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When you write to any of our Advertisers; you'll get a prompt reply.



McMillin Wagon and Truck Dump

If you are having trouble in dumping long coupled wagons or trucks on your regular type of dump or if you are counting on making any changes in your driveway or sinks investigate this dump, as we believe it will come the nearest filling all requirements in the most practical and economical way, in cost of installing, ease of operation, and amount of power used.

One device will take the place of three or four and will handle any length or kind of vehicle regardless of their capacity.

There are no delicate or short lived parts.

There are no parts to leak or freeze.
Write for circulars and description.

ADDRESS

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525 Board of Trade Building
Indianapolis, Ind.



A
cyclone
in the
true sense
of the word
has force of
air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.



It takes only a spark

—only a spark to wreck the labor of months, only the click of steel on steel to destroy millions of dollars worth of life and property.

Tramp iron has many times been the cause of complete destruction—and tramp iron is sure to turn up in grain.

The cost of protection is so small. Keep it out with Dings High Intensity Magnetic Separator. Not a particle can escape. Get the Dings free bulletin.

Dings Magnetic Separator Co.
642 Smith St. Milwaukee, Wis.

Dings "High Intensity" Magnetic Separators

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS' JOURNAL, of Chicago. It will bring you quick returns.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

San Francisco Chicago New York Toronto

D. F. HOAG & CO.

Designers and Constructors of
GRAIN ELEVATORS

Corn Exchange, Minneapolis

L. J. McMILLIN

ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.

WICHITA, KANSAS

The Star Engineering Company

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durabil-
ity and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

GRAIN and COAL ELEVATORS

T. E. IBBERSON CO.

CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Lederwood, Sec.
A. E. Owen, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

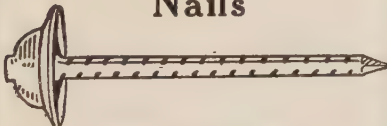
Preliminary Sketches and Estimates,
Valuations and Reports.

306 McMillen Bldg., Kansas City, Mo

Siding and Roofing

Corrugated or Flat
Galvanized or Painted
Immediate Shipment from Stock

Nails



Write—Wire—Phone



C. T. STEVENS

C. E. ROOP

C. B. BARUTIO

Stevens Engineering & Construction Co., Incorporated

Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING

ST. LOUIS, MISSOURI

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

- First in Enterprise!
- First in Advertising!
- First in Circulation!
- First in News!

The Grain Dealers Journal

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.

Plans and Specifications Furnished

ELEVATOR SIDING

CORRUGATED SHEET STEEL for
prompt shipment from our well-stocked
warehouses in carloads or less. Our
prices are always right.

NICHOLS

Wire, Sheet & Hdw. Co.

Kansas City, Mo. Joplin, Mo.
Davenport, Ia. Muskogee, Okla.
Ft. Scott, Kans. Tulsa, Okla.
Phoenix, Ariz.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

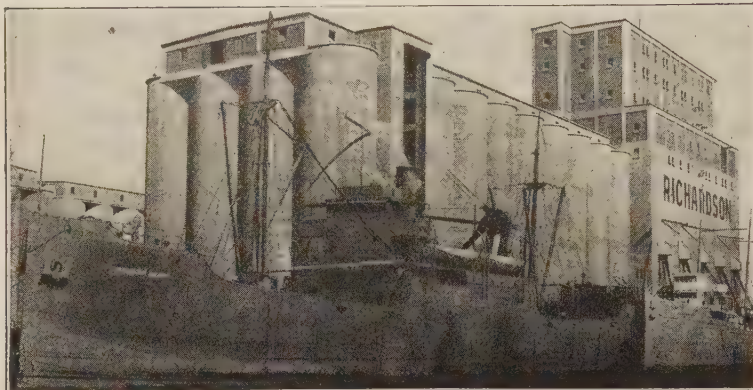
Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain re-
ceived at a country elevator in a separate column so that the buyer by
adding up columns may quickly determine the number of bushels of
each kind of grain on hand. Columns are also provided for date, name,
gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and
corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon
loads. Weight 2 lbs. 5 oz. Price \$3.00.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



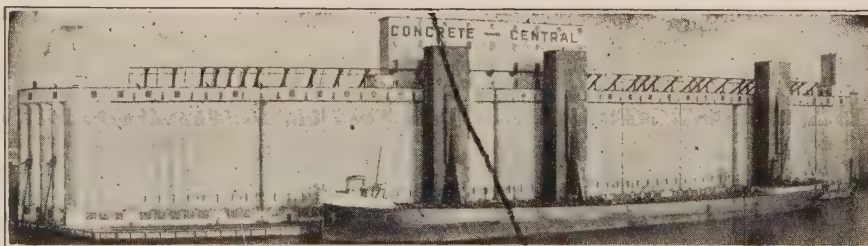
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company

Buffalo, N. Y.

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators.
We have built for many of your friends—Eventually we will build for you
Why not now?



James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

Ralston Purina Company

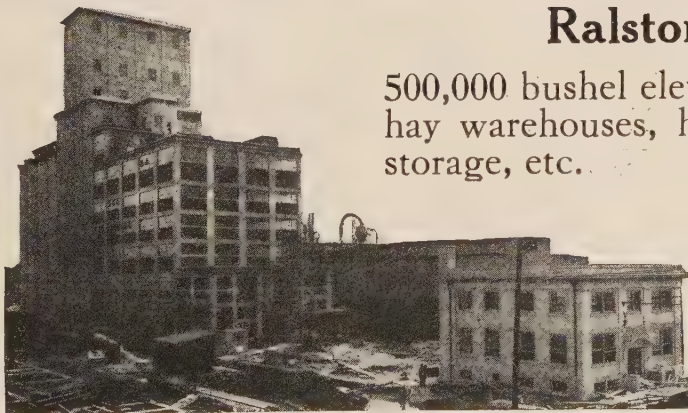
500,000 bushel elevator and mixed feed plant including
hay warehouses, hay grinding mill, office, molasses
storage, etc.

Designers and Builders

Jones - Hettelsater Construction Co.

Grain Elevators—Flour and
Feed Mills

706 Mutual Bldg. Kansas City, Mo.



Coal Sales Book

For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance
for error. Practically three books in one: 1. Original
entry of all sales made. 2. Original entry of the scale
weights. 3. Journal from which the posting is done.

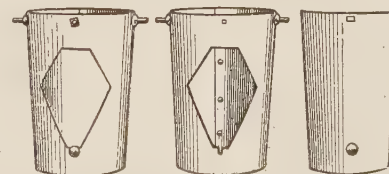
It contains spaces for 6,000 wagon loads. Each page
is ruled with column headings, as follows: Date,
Ledger, Folio, Purchaser, Gross, Tare, Net Pounds,
Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 num-
bered pages of superior ledger paper. Well bound
with best binder board, covered with cloth, leather
back, and round leather corners.

Order Form 44. Price \$3.00.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

Kewanee RENEWABLE BOTTOM Grain Spout



With a pair of plyers you can instantly slip
in a new Kewanee bottom—made from tough,
special analysis steel. A square shouldered bolt
with a square hole in the renewable bottom, pre-
vents the nut from turning. This bolt, and a large
oval-headed rivet that slips into a slot holds the
bottom firmly in place. The grain cannot wear
off the rivet for the hole in the bottom is coun-
tersunk and the rivet is then beaded into it.

Don't discard entire
spouts, or sections be-
cause of small holes. Use
a Kewanee Renewable Bot-
tom Spout and when the
bottom wears simply slip in
a new one which costs only
about 37½ cents for the 8"
size and smaller. A Ke-
wanee costs a little more
than ordinary spouts but
outwears a dozen of them.

Order One on Trial

We will ship you a Kewanee
Grain Spout. Use it a month,
six months—a year. If you're
not satisfied return it and we
will refund your money. All
we need know is the outside
diameter, or outside rectan-
gular measurements of your down
spout, and length of spout wanted.

343 Commercial St.
KEWANEE, ILLINOIS

Kewanee Implement Company

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

N. E. ILLINOIS—Elevator in good grain country; \$5,000. C. J. Meyer, Ogamaw, Ark.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauterbrook, 1272 Walnut St., Green Bay, Wis.

NORTHERN INDIANA—10,000 bu. capacity iron clad elevator for sale, nearly new, with feed house attached. L. B. 241, LaGrange, Ind.

CENTRAL NEBRASKA—50,000 bu. cribbed elevator for sale; good grain territory; town of 6,000; only one buyer. For particulars address Byrnes & Gietzen, Columbus, Nebr.

OHIO—20,000 bu. capacity grain elevator and feed store located in Fayette County, Ohio; electric power. Selling to close estate. Write F. W. Gangwish, Washington, C. H., Ohio.

NORTHERN IOWA elevator for sale, located in very good town with good territory for business. For terms and particulars address 52J8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

MICHIGAN—50,000-bu. elevator for sale on P. M. main line; equipped for handling beans and grain; coal sheds, warehouse, up-to-date office. Will sell complete for \$3,500. A money maker. Write Lewis Cool, Elmdale, Mich.

OHIO—40,000 bu. iron clad elevator for sale. Good grain territory; 400 car station doing good profitable business; electrically equipped; in good running order; storage for 10 cars of hay, 10,000 bus. of ear corn; best shipping R. R. in Ohio; one competitor. Good reason for selling. Address H. G. Pollock, Middle Point, Ohio.

BANKRUPT SALE

of property of the
Farmers' Co-operative Grain &
Supply Co., of McLean, Ill.
Saturday, Oct. 18, 1924,
at 2 o'clock, p. m.,

the following described property: Modern Elevator of 45,000-bushel capacity; asbestos covered and equipped with electric motor power; one large Double Corn Crib for ear corn; one large Implement House in good condition; one Grain Office, well equipped with scales and office furniture; one large Steel Safe. Also land on which these buildings stand.

TERMS OF SALE—Ten per cent of purchase price in cash on the day of sale and balance in cash upon delivery of deed from trustee. Possession given purchaser on October 27, 1924. An abstract of title to be furnished purchaser, brought down to date of sale.

JOHN W. BAKER, Trustee.
D. L. Brown, Auctioneer.
Oglevee & Franklin, Attorneys.

ELEVATORS FOR SALE.

FOR SALE—Elevator at Tuttle, Oklahoma. Inquire of the Barteldes Seed Company, Lawrence, Kansas.

SO. DAK.—Elevator for sale in good grain and corn belt; a real bargain. For particulars write F. A. Kohlhoff, Stratford, So. Dak.

OHIO—Two elevators and coal business for sale, good grain territory, good roads. Address 52F28, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING.
AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

ILLINOIS—30,000-bu. elevator in central Illinois for sale; located on the C. & A. R. R. Price \$15,000. Address 53S6, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

CENTRAL ILLINOIS—15,000 bu. elevator for sale; on private ground; electric equipment; located on I. C. R. R.; best grain country. Price right; can make terms; possession at once. Write 53R5, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Grain elevator, offices, scales, warehouse and coal sheds; located on main line of C. N. W. Ry.; 35 miles from Omaha in the Elkhorn Valley. Best grain growing section in Nebr. Priced right. Some competition. A big opportunity for a live man. Address 53T14, Grain Dealers Journal, Chicago, Illinois.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR FOR SALE OR LEASE.

EASTERN KANSAS—Elevator for sale or lease; big corn crop ready to move. Address 1621 West St., Topeka, Kansas.

IOWA—Elevator for sale or lease; first class condition; electric power; situated on Milwaukee Railroad. Chas. Barten, Manning, Ia.

ELEVATOR BROKERS.
ALWAYS HAVE grain elevators for sale.
J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATOR WANTED.

WANTED TO BUY—Abandoned elevators, mills, warehouses. Riley Bros., Underwood, Iowa.

WANT TO TRADE a No. 1 farm of 120 acres located in Southern Michigan for grain elevator in same location. Address A. K. Zinn & Company, Battle Creek, Michigan.

BUSINESS OPPORTUNITY

SEED CORN PLANT FOR SALE
Real bargain, if purchased this Fall. Death of former owner the reason. Address E. F. Bergen, Petersburg, Illinois, for particulars.

FOR RENT.

WE ARE GOING out of the feed business and will rent our plant to a responsible party and turn our going business over to him. Address Conklin & Cummins, Goshen, New York.

FEED MILLS FOR SALE OR LEASE

FEED MILL FOR SALE OR LEASE—Will sell or lease feed plant. Excellent concrete building; large warehouses. Located on main line of I. C. R. R., 75 miles north of Memphis. Milling in transit arrangements for south and southeast. Address Dyersburg Milling Company, Dyersburg, Tenn.

TENNESSEE — Large feed manufacturing plant for sale or lease. Capacity of feed plant 300 to 400 tons daily consisting of Corn Meal, Grits, Blended Flour, Poultry, Dairy and Hog Feeds. Elevator capacity 50,000-bushels. Electrically driven. Address G. B. Glenn, of Chattanooga Feed Company, Chattanooga, Tenn.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

To Grain Commission Houses:

The creditors committee of the SAWERS GRAIN COMPANY has for sale 330 shares (of the par value of \$100.00 per share), capital stock of the DES MOINES ELEVATOR & GRAIN COMPANY, situated at Des Moines, Iowa.

The Committee also has 250 shares subject to a pledge for \$14,000.00.

This stock should be an attractive investment for a grain commission house.

The assets of the company are approximately one-half million dollars, and a list of its resources and liabilities can be seen at the offices of the attorneys for the committee.

Sealed bids for this stock will be received by the committee up until the 15th of October, A. D. 1924, at which time the stock will be sold to the highest bidder. Separate bid should be made for the 250 shares subject to the pledge. No bid will be received, however, for less than 50% of the par value of the stock.

Mail bids to Jeffery, Townley, Wild, Campbell & Clark, attorneys for the creditors committee of the Sowers Grain Company, 105 S. La Salle St., Chicago, Illinois.

MILL AND ELEVATOR FOR SALE

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bush-ton State Bank, Bush-ton, Kans., for particulars.

AUCTION SALE

Mill and Elevator
of the

FARMERS UNION CO-OPERATIVE ASS'N.
at

CRETE, NEBRASKA

Nov. 1, 1924, at 1:30 P. M.

Mill is constructed of vitrified hollow tile; 32,000 bushel capacity; structure is three-story; mill capacity 50 barrels daily; equipped with up-to-date feed grinder. Built in 1919.

This mill has an excellent outlet, being located on the main line of the Burlington Railroad, and a branch of the Missouri Pacific Railway.

THIS PROPERTY WILL BE SOLD REGARDLESS OF PRICE.

Terms made known on date of sale.

Farmers Union Co-operative Association
of Crete, Nebraska

By order of Board of Directors.

MILL AND ELEVATOR FOR SALE OR LEASE

MILL AND ELEVATOR for sale or lease; well located in wheat center; close to Wichita; modern; fully equipped; cap. 50 bbls. daily; value \$20,000; price \$8,000; terms; will lease to responsible party with purchase option. Address 53U9, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

SITUATION WANTED.

WANTED—Position as manager of country elevator. Experienced in grain, retail feed and coal business. Address 53T6, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of elevator; 20 years' experience in the grain business; am a good bookkeeper. Address 53Q4, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of grain elevator by ambitious young married man; six years' experience buying grain. Address 53T11, Grain Dealers Journal, Chicago, Illinois.

WANT position as manager of elevator; 16 years' experience in grain, coal and feed business; can furnish first class reference. Write 53T18, Grain Dealers Journal, Chicago, Ill.

MANAGER with 14 years' experience wishes position with Line Company in any Corn State; best references furnished; am good penman and bookkeeper. Address 53U2, Grain Dealers Journal, Chicago, Illinois.

MAN WITH 24 YEARS' experience in the grain business wants position with some good firm; capable of handling any position; now employed, desires a change. Address 53U4, Grain Dealers Journal, Chicago, Illinois.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags: Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted' Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Poria St., Chicago.

FUNNY EXPERIENCES

FUNNY STORIES WANTED

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

The Miller's Ready Reckoner, compiled by D. J. Hayes. This book shows at a glance the cost of flour per barrel in equivalent price in 100 kilos or 280 lbs. at any price of wheat from 40-1.00c and any yield from 4 bu. and 18 lbs. to 5 bus. Price for "bargain" copy, 75c prepaid.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

15-H. P. OTTO GAS ENGINE for sale; in good condition. Address The Farmers' Co-operative Union Ass'n, Barneston, Nebr.

FOR SALE—Fairbanks-Morse type Y & NB. from 10 H.P. and upward.

Anderson Oil Engines from 15 H.P. and upward, new and rebuilt; also Meitz, Foos, Bessemer, Charter, Muncie and all other high grade makes of semi Diesel and all makes of Gas and Gasoline Engines for both Marine and Stationary work, also contractors' equipment. Address International Gas-Oil Engine Company, 10 W. 3rd Street, Dayton, Ohio.

SCALES FOR SALE.

HOPPER SCALES: One insertion sold mine. I made money and saved the purchaser money, so we are both happy—thanks to the Journal.—E. H.

FOR SALE—One 4 bu. Richardson Automatic Grain Scale; good weighing condition. Priced low for quick sale. Address Richardson Scale Company, Wichita, Kansas.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f.o.b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....

MACHINES FOR SALE.

FOR SALE—One 15 h.p. Gas Engine, one 2 burner Gas Brown Duval Moisture Tester complete. The DeWine Mfg. Co., Xenia, Ohio.

ATTRITION MILL.

Two—36" Bauer Ball Bearing Attrition Mills, cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Richmond Horizontal Scourer, 30 bushel capacity. Upright Eureka Scourer 45 bushel capacity. Both machines have New Shultz Composition Cases. The case that makes clean wheat. Address 53U14, Grain Dealers Journal, Chicago, Illinois.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

FOR SALE.

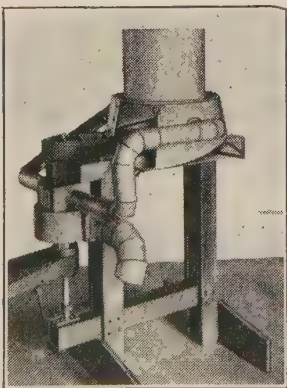
1—36" by 12" cast iron pulley 2½ bore.
1—36" by 8" cast iron pulley 2 7/16 bore.
1—36" by 8" cast iron pulley 2¼ bore.
1—42" by 12" cast iron pulley 2½ bore.
1 No. 1 Wilford three roller mill.
1—9x18 three pair high Barnard & Leas roller mill.
Wm. Ringle and Company, Cambridge, Illinois.

FOR SALE—Victor Corn Sheller No. 2 with 22" drive pulley.

1—cast iron elevator boot for 14" belt.
1—cast iron elevator boot for 18" belt.
1—24" iron pulley 10" face 2½" bore.
2—36" iron pulley 6" face 2 5/16" bore.
1—40" iron pulley 19" face 2½" bore.
1—36" iron pulley 10" face 2½" bore.
1—30" iron pulley 8" face 2 3/16" bore.
6 ft. 8" iron conveyor with gears and drive pulley.
6 ft. of 6" flexible grain spout.
1 Iron Turnstile 12" and one 8" same.
1 Fairbanks Automatic Scale opening at top 7x15".

1 Cornwallis Corn Cleaner No. 2 K.D.
34—16" elevator buckets.
1—20 H.P. electric motor and starter, type 332, 3 phase, 220 volts.
Some small shafting brackets and bolts.
All in reasonably good condition.
Address W. M. Kellogg, Nokomis, Illinois.

EXPERT Huller and Scarifier

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All Metal Working Parts

CLELAND MFG. CO.
2802 Washington Ave., No.
Minneapolis, Minn.

MACHINES FOR SALE.

FOR SALE—Elevator machinery; steel shafting; pulleys; corn cleaner; 30 h.p. Charter Gas Engine. Riley Bros., Underwood, Iowa.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—Three hundred bushel capacity Hess Grain Dryer. Good condition. Will sell cheap. Write Oatman & Monfort, Cleveland, O.

STOP! If our ad runs any longer we will have to refuse to let the mailman in. As it is we have had to put on two extra stenographers just to answer queries.—W. K.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper including Out Board Bearing. Wire us for price on this. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

ATTENTION! BARGAIN.

Four—120 bushel Nordyke & Marmon Drier, and Cooler, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

BOSS AIR BLAST CAR LOADER for sale at bargain price for cash; rebuilt; guaranteed as good as new; load cars without scooping. Cannot injure the grain because grain does not pass through fan. Act quickly. Maroa Manufacturing Company, Maroa, Illinois.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

FOR SALE—Complete outfit of machinery for shelling, drying, cleaning and grading seed corn, capacity 60 to 100 bus. an hour. Two hole Eureka corn sheller, manufactured by the Joliet Mfg. Co. Hess Ideal Dryer No. 3. Cracked corn cleaner and grader, manufactured by the Huntley Mfg. Co. 15 h.p. steam engine and boiler, together with an elevating and conveying apparatus to make plant work automatically. Business discontinued—machinery must be sold. Address Suffolk Co-operative Association, Mattituck, New York.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

SEEDS FOR SALE—WANTED

FOR SALE—Hog, Early Fortune, Siberian and Common Millet Seed in carload lots. Address Reimer-Smith Grain Co., Holyoke, Colo.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quickly by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

Helpful Books

FOR

Carlot Grain Handlers

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy Bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 66, 48 and 32 pounds. Price 25 cents.

Clark's Decimal Wheat Values: These tables are the same as described above, with the exception that they cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvass. Order Form 33X. Price \$2.00.

Clark's Fractional Values: This table is on heavy cardboard. Size 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels, at ¼, ½, ¾, 1, 1½, 2, 3, 4 and 5 cents. The amount of bushels is shown in red and the value in black. They are the most conveniently arranged tables for showing fractional values of bushels. Price 25 cents.

Triplicating Confirmation Blanks will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5½x8 inches. Order Form 6CB. 90 cents. Weight 9 ounces.

Clark's Car Load Grain Tables: The eighth edition of Clark's Car Load Grain Tables is the most complete car load reduction table ever published. The tables show reductions by 50-pound breaks as follows:

20,000 to 107,950 lbs.	to 32 lb. bushels.
20,000 to 74,950 lbs.	to 34 lb. bushels.
20,000 to 96,950 lbs.	to 48 lb. bushels.
20,000 to 118,950 lbs.	to 56 lb. bushels.
20,000 to 118,950 lbs.	to 60 lb. bushels.

Bushels are printed from bold faced type in black ink; pounds in red, on heavy ledger paper, sewed and reinforced with muslin, and bound in flexible keratol covers with marginal index. Weight 6 ounces. Price \$2.50.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.59 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form 36. Price \$5.00. All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago Ill.



HAY SPECIALISTS

SEEDS FOR SALE—WANTED

Field and Grass Seed Trade Directory

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., The, wholesale field seeds.

CHICAGO, ILL.

Barkemeyer Grain & Seed Co., field seed dealers.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA

McGreer Bros., whlse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

We Buy SEEDS

Fancy New Crop
OATS, MILLET
SPRING RYE
SPELTZ
BARLEY
SWEET CLOVER
TIMOTHY, etc.

Mail Samples
For bids

Sample Bags
Sent on
Request

NORTHROP, KING & CO.
Seedsmen - Minneapolis, Minn.

BUYERS AND SELLERS

of Grain Elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

The Crumbaugh-Kuehn Co.

We Pay Top Prices for Your Seeds—Your Track or Toledo — Send Samples
TOLEDO, OHIO
CLOVER SEEDS
Sweet Clover
Alsike Alfalfa
Timothy
Samples, Prices and our Market Letter Upon Request—We Deal in Both Cash and Futures.

I. L. RADWANER SEED CO.

New York, N. Y.

Sellers Argentine small red Pigeon Corn, Hemp Seed, Sunflower Seed and Canary Seed.

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri



CRAWFORDSVILLE SEED CO. FIELD SEEDS

CRAWFORDSVILLE, INDIANA

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited

Send us your samples

TOLEDO, OHIO

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS

Milwaukee, Wisc.

"THE HOUSE OF QUALITY"

OCTOBER CLOVER SEED

Circular just issued gives summary of conditions and trading requirements.
Sent on request

Southworth & Co., TOLEDO OHIO
"Alive Since 1881"

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

The Stanford Seed Company

(INCORPORATED)

Wholesale Field Seeds

BUFFALO

N. Y.

NUNGESSER-DICKINSON SEED CO.

New York, N. Y.

BUYERS AND SELLERS

Clover and Grass Seeds

KELLOGG SEED COMPANY

MILWAUKEE, WISCONSIN

FIELD AND GRASS SEEDS

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

Cincinnati - - - Ohio

BARKEMEYER

Grain & Seed Company
Chicago

SEEDS

Bag Lots or Car Lots

L. Teweles Seed Co.

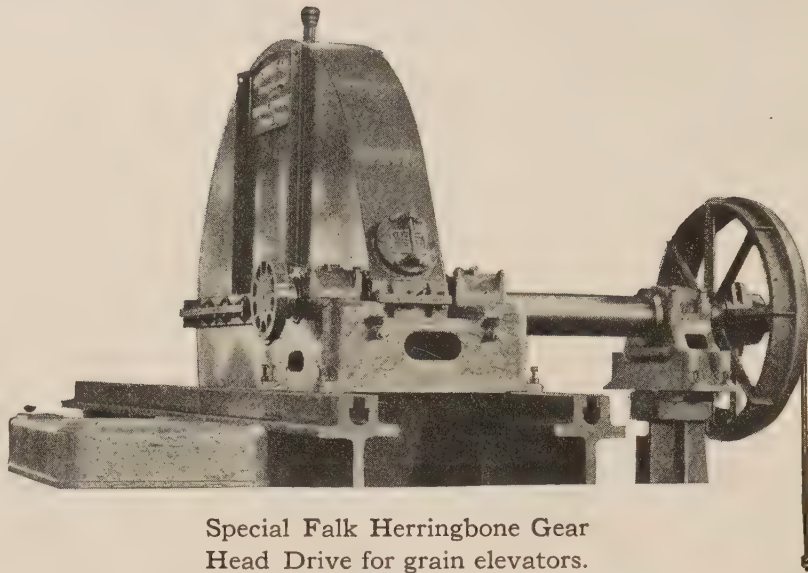
MILWAUKEE, WIS.

Grass and Field Seeds

COURTEEN SEED COMPANY

MILWAUKEE, WIS.

WEEKLY PRICE LIST ON REQUEST



Special Falk Herringbone Gear
Head Drive for grain elevators.
575 to 29 r. p. m.

In Falk Herringbone Gears, strength and rigidity are blended into a process that is really delicate in its mechanical accuracy.

Falk Herringbone Gears are produced on special hobbing machines with *patented* compensating mechanism which insures a degree of accuracy sufficient to meet the most exacting requirements. They are extremely quiet, absolutely free from vibration, and transmit power with far less loss than any other type of mechanical power transmission.

The Falk Corporation
MILWAUKEE

FALK

HERRINGBONE GEARS

Representatives

W. O. Beyer, 1007 Park Bldg., Pittsburgh, Pa.

M. P. Fillingham, 50 Church St., New York City

Vulcan Iron Works, Wilkes-Barre, Pa.

General Machinery Co., Brown Marx Bldg., Birmingham, Ala.

E. C. Myers, Rialto Bldg., San Francisco

C. C. Walsh, Real Estate Exchange Bldg., Detroit

Mine & Smelter Supply Co., Denver, Salt Lake and El Paso

Engineering Equipment Co., Ltd., 358 Beaver Hall Square, Montreal, Quebec, Canada

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, OCTOBER 10, 1924

MANY domestic consumers of wheat do not like this boom in prices because it was made in Germany.

THE AUGUST 15th canvas of the Bureau of Agricultural Economics to determine the farmers "Intention to sow winter wheat and rye" has been proved worthless, by the persistent advance in prices which has filled many wheat farmers with intentions that they never realized before.

A RETIRED FARMER at Odell, Neb., cribbed 17,000 bu. of 25c corn last Fall and realized a profit of \$6,000. This of course was "due to shrewd foresight." If the speculator chooses to repeat the operation again this year and the price goes down, then he would damn the Board of Trade and rush to Congress for relief.

ELEVATOR OPERATORS who make no persistent effort to keep their farmer patrons in touch with their business, overlook a splendid opportunity to cultivate new business as well as to hold old business. The experience of our Iowa correspondent recited in our "Smile Coaxer" column this number is funny, but it is true.

COURTEOUS country grain elevator operators who persist in seeking to sell their services to the farmers of their community invariably realize a pleasing profit from their efforts. The non-communicative operator who makes no effort to get in touch with his patrons either by mail, wire or in person, loses much business to his more cordial competitors.

DEALERS who purify oats will never get the former moisture tolerance restored unless they continue to make a vigorous protest.

DEALERS WHO take the time to read and thoroughly digest the decisions of courts and arbitration committees published in the Grain Dealers Journal, should profit sufficiently by the experiences of their brother dealers to enable them to conduct their own business safely and without expensive blunders.

THE WORLD'S import wheat requirements of 750,000,000 bus., against a surplus of 685,000,000 in exporting countries, leaves an apparent shortage, which, however, can be made good by economies resulting from the higher prices. The readjustment upward will induce many farmers to devote more acres to grain, and in the end the country dealers will have more bushels to handle.

FINAL REPORTS on European crops show the actual results obtained are much less than even the low estimates first given out, yet the shouting radicals who have persisted in preaching pessimism to prosperous producers charge the "cunning criminals of Wall Street" with boosting the prices of grain to mislead the farmers who vote. Evidently the apostles of discontent are not receiving the warm welcome they hoped for.

THE McNARY-HAUGEN BILL still has some hopeful friends among the demagogues promoting the so-called American Council of Agriculture, and they persist in demanding the re-introduction of this vicious bill in the hope of convincing nearsighted farmers that the Council alone is working for the promotion of the real interests of dirt farmers. In fact, these radicals spread the bunk on so thick it must be nauseating to every intelligent farmer.

TWO FIRES reported in this number were no doubt due directly to locomotive sparks. The fire in the elevator at Kingfisher, Okla., was easily extinguished without much loss as it was discovered in ample time, but the fire at Rolfe, Iowa, was not discovered until half the roof was ablaze, so this elevator was burned to the ground. Locomotive sparks have never started fires in elevators well protected by a roof of non-combustible material.

THE MANY CHARGES for handling grain in sacks which are unknown to the bulk grain handler would of themselves be sufficient to drive the dealer, experienced in bulk handling, to distraction. Think of providing your own sacks, paying 5c a bu. for sacking, 5c a bu. for unsacking, and 1/2c for stenciling, etc. Such charges now in vogue at Vancouver for sacking screenings would seem to be designed primarily to drive all bag business out of the market.

EGYPTIAN WHEAT seems destined to break out every fifteen or twenty years through all eternity. The latest promoters of fine seed wheat which was started from a few grains taken from an Egyptian mummy are farmers near Morton, Wash., and the crop just grown gave a yield of 48.6 bu. to the acre of a white, hard wheat with short straw and prolific heads. This ages old bunko game for marketing fake seed wheat seems never to lack for enough easy marks to grab the whole crop.

WHEAT GROWERS have stopped squawking about the cost of producing wheat and are devoting their spare minutes to selecting choice seed for an increased acreage and a large yield next year.

THE MANY controversies arising when grain fails to grade equal to quality specified in the contract can be avoided by keeping in mind the rule repeated again and again by the arbitration committees that off-grades can not be applied on sales unless so specified in the contract, or by consent of the other party to the named discount.

DELAYS in forwarding Bs/L have cost so many shippers an extra \$6.30 per car this year that most country bankers now have standing orders to forward all drafts and Bs/L direct to bank at shipment's destination. Sending Bs/L all around the world so delays release of grain to consignee that the charges eat up all the profits and sometimes the delays result in the grains spoiling, and the banker has been to blame.

SEED CORN will command an attractive premium next Spring; that is, seed corn which will grow. Doubtless there will be plenty of seed corn offered, but corn which will germinate and produce healthy stock is the only kind the careful farmer will plant next year. The grain dealer who has the interest of his own business at heart will of course see to it that all of his farmers are supplied with dependable seed.

NORTH DAKOTA'S Mill and Elevator continues to lose fifty to sixty thousand dollars a month and the promoters who hoped to point with great pride to the guaranteed advance in the price of wheat and reduction in the cost of flour effected through the state engaging in the business are silent. It is the old, old story of waste and inefficiency whenever government attempts to serve in any capacity. The politicians get the velvet and the people get the bill.

ELEVATORS AND FEED MILLS of the drouth stricken wheat regions of the West are experiencing much difficulty in obtaining electric current contracted for from local hydro-electric power and light companies, so gasoline tractors and engines of different ages are being installed temporarily until better power equipment can be obtained. Many elevator owners have found it to their pecuniary advantage to keep both gasoline and electric power on hand ready for emergency. When there is a good movement of grain, dependable power is very valuable.

A FARMER of Kenoma, Mo., sought to force the Producers Grain Co. to accept his certificate of stock in payment for feed purchased from the company, but the court refused to force the exchange. The farmer paid the bill, the company lost a customer and the stock was thrown on the market at any old price. A shrewd manager would have found a buyer for the stock and kept enough from the receipts to pay the farmer's feed bill, then all would have been satisfied. Quibbles over small differences generally do the business more harm than good.

ONE SET of farm agitators has egged on the Federal Trade Commission to investigate terminal market grain profits—to prove what? That the terminal elevators lost money handling the farmers' grain so cheaply that it is not worth while for the farmers to engage in terminal marketing; or that the profits were so great all should make haste to get into the grain merger? The Illinois Agricultural Ass'n will lose either way.

HAVING lost to the full extent of the damages claimed for transmitting a bogus message, will the telegraph company now have the Interstate Commerce Commission allow filing of a tariff exempting the wire companies for damages beyond 50 times the price of an un-repeated message? How the company tried to bind an individual by the fine print on the back of a message he never sent is told in another column.

THE DOUBLE liability of stockholders in co-operative companies in the state of Minnesota as provided by law and as decided by the court in a decision published elsewhere should lead stockholders to take a greater interest in the conduct of the business in order that it may be so profitable they may never be assessed. One way to do this is to hire a good manager, pay him well and instruct him not to pay more for grain than the market warrants.

SMUT in wheat has resulted in such heavy discounts on hundreds of shipments of 1924 crop wheat the wonder is the elevator operators at every station, in the interests of all concerned do not divert all of it to one elevator and thereby make it very profitable to install modern wheat washing machinery. The removal of all trace of smut with modern equipment should help not only the producer, but all the shippers who are willing to work with the washer and thus avoid distracting discounts. Intelligent co-operation of the dealers at any station should always prove profitable.

NEW YORK politicians, every one with a self-made halo, are shouting for the state supervision of the stock exchange. They do not claim any genuine interest in the Exchange or its members, but want more sinecures to reward the faithful workers and wish the stock traders to pay the bill. Every business man who wants his business regulated and supervised next will vote for meddlesome laws of this character. The stock exchange, like the grain, cotton and sugar exchanges, is in a better position to supervise the business intelligently than the state's bureaucrats can ever hope to be.

ALTHOUGH the wheat growers of the spring wheat states have a larger crop than in 1922, the impression prevails among the handlers of the Northwest that they will pay less freight on dockage this year and suffer less loss due to dockage than for many years past. In 1922 spring wheat growers were credited with paying threshermen \$675,000 just to thresh out the foreign seed and they paid freight on seven and a half million bushels of dockage, yet some of these very farmers wonder why they can not prosper growing wheat. The use of dirty seed and soil that is foul with weed seeds has materially reduced the net income of the spring wheat growers.

TRAMP IRON has caused so many fires and dust explosions in grain handling plants and also caused the death of so much valuable live stock, the insurance underwriters and the owners of valuable live stock must soon look with suspicion on every plant not equipped with modern magnetic separators.

OHIO'S FARM BUREAU Federation is extending its merchandising activities into so many different fields it must soon lose all touch with the farm and the farmers, but unless it develops some real merchants it will cultivate a closer touch with the sad realities of business failures than was ever thought possible.

TAXES OF MANY different forms are becoming so burdensome that every business institution sets down the total annual taxes as one of the first costs of doing business. The merchant who fails to include all his fixed charges for doing business is surely headed straight for the bankruptcy court. No man can expect to realize a profit until he has first netted enough revenue to pay his fixed charges.

KNOWLEDGE of the owner of the elevator that children resorted to it for play is a test of the liability of the owner for injury to children riding on the manlift, under a recent decision of the Supreme Court of Minnesota. The owner who makes it his practice to keep children out will have no difficulty in escaping the payment of damages, and what is more his vigilance should help to prevent any child being injured.

THE WHEAT GROWERS of Montana, Idaho, Oregon and Washington paid the pool promoters approximately six million dollars to convince them that they could realize much more money for their wheat when marketed through the regular grain dealers than when marketed through the pools. So many of the farmers got wise to the extortion that the wheat pools have been abandoned in these states. The high powered salesmen who induced the bucolics to turn their wheat over to the pools have moved on to other states where the wheat growers, unwilling to profit by the experience of their Northwestern brethren, are paying out an unreasonable sum to have the pool market their wheat for them.

BEN C. MARSH, the radical regulator of the universe who long has been striving to secure the enactment of the Norris-Sinclair Bill, the McNary-Haugen Bill, or any other bill providing for the ridiculous venture of government into the marketing of grain, is all upset by the success of the Grain Marketing Company. Indeed, he is at sixes and sevens to explain the matter, and not content with blaming the Chicago Board of Trade for organizing the marketing corporation, he is also blaming the packers, and doubtless the money power in Wall Street and other sinister agencies having headquarters in Hades with co-operating to bring about the success of the Grain Marketing Company. The agitators are so excited about the matter that they are determined to upset the whole country if necessary to discredit the new marketing company. When someone comes in and steals all your thunder—oh, it's awful.

THE ELEVATOR OPERATOR who has his property appraised occasionally carries sufficient insurance to enable him to replace his plant should it burn without a crushing loss. Present day values of building material and machinery are so at variance with what they were when most of the existing elevators were erected that few elevator owners could place a fair replacement value on their property without consulting an appraisal expert.

THE EXPOSURE HAZARD incurred by building a grain elevator near to a hay warehouse or even permitting it to remain there after its construction is so well known the wonder is that any one would tolerate such a condition. Last week the farmers' elevator at Appleton City, Mo., was burned as the direct result of such exposure. The fire records for thirty years have proved the danger of tolerating this hazard so that many insurance companies will not write a grain elevator so exposed. Experience proves conclusively that their precaution is fully justified. A hay warehouse has no business to be tolerated near a grain elevator.

NOTWITHSTANDING the courts continue to denounce and outlaw methods, practices and rules of that useless aggregation of meddlesome old women called the Federal Trade Commission, it persists in attempting to do exactly what the courts say it can not do. The latest investigation is said to be aimed at "margins and profits of terminal grain middlemen." Any one would suspect from the way that clause is phrased that scheming agitators were behind the move, and sure enough, the Illinois Agricultural Ass'n admits that it is guilty. Evidently the members had been somewhat derelict in paying their dues so something must be done to advertise the splendid work of its promoters. Terminal grain markets have been investigated so frequently and so thoroughly by many different governmental agencies it is ridiculous for more investigations to be conducted. All that is necessary to learn the truth is to read through the pages of many reports of investigations the government has printed during recent years.

OUR OWN Department of Commerce is circulating a report on the contract said to have been consummated between the Manitoba Wheat Pool and the line elevator companies that would seem to indicate that the pool was really handling some business. Of course every live grain merchant knows it costs considerably more to market grain through a pool than was ever paid the elevator man to market it for the producers. Consular agents and bureaucrats unfamiliar with the grain trade methods and costs are sure to be misled by the extravagant statements of pool promoters. Why they should persist in ignorantly boosting such an expensive method of marketing grain to the great disadvantage of wheat producers everywhere is a puzzle. The department cannot expect to profit by it directly and we know that the wheat producers elsewhere will not profit by it because the information is so misleading. Why should any government department attempt to encourage a line of business foreign to the knowledge and experience of the department officials handling it?

THE "CONSPIRACY" to advance the price of wheat for campaign effect, alleged by the third party advocates to have been hatched in Wall street, is the biggest joke of the season. Of course Wall street wanted all the Canadians to vote to elect Ramsay MacDonald president of the United States and therefore boosted the price of Winnipeg wheat from 98 cents on Mar. 28 to \$1.54 on July 28, while Chicago wheat was raised to only \$1.02 to \$1.36 for July delivery. A rise of 56 cents in Canada against a rise of 34 cents in the United States hardly supports the demagogues' allegation.

FIRMS, corporations and individuals owning automobiles used in conducting or promoting their business owe it to themselves to take every precaution to protect themselves from suits for excessive damages. The expensive suits arising out of the peculiar accident reported by Mr. Williamson in this number was duplicated at 63rd street and Wentworth Ave., Chicago, when a slow going auto was struck by a heavy speeding auto and thrown onto two ladies waiting to cross the street. One was killed instantly and the other died later resulting in heavy damage suits. The real offender was never found. Grain receivers and other employers who provide cars for their solicitors, inspectors and salesmen often escape troublesome suits by paying the traveler enough salary so he can rent or provide a car of his own and assume the responsibilities for its operation. As a rule the ambulance chasing lawyers would not even think of taking a suit for damages against the traveler without a liberal cash retainer, but if they had a chance to get damages from a successful employer they would grab the case for a tenth of the proceeds.

Hide the Elevator Safe.

In this number of the Journal the safe of a Colorado elevator as well as one at Tiffin, Ohio, is reported to have been wrecked by yeggmen. The damage in each case to the office and its equipment was more than the money taken, so the elevator operator paid most dearly for the privilege of keeping a safe in his office. Some elevator operators have secured immunity from visits of yeggmen by hiding their safe in secret compartments and keeping them well covered. The average elevator is so isolated from other business houses and dwellings that to install a safe is to broadcast an invitation to the Safe Breakers' Union to "Come in; nobody's looking."

Probably the majority of elevator operators obtain relief from these pesky nocturnal visitors by paying everything by check and keeping no money in the elevator office.

Every elevator office which keeps a safe in a prominent place where everyone can see it advertises the fact that currency is carried over night. If you must keep a safe in your office employ a night watchman and install all the electrical alarms and burglar proof devices obtainable, then you will make it more difficult for the yeggmen to get away with your property, and it may be you will prevent the destruction of your office by an overcharge of nitro-glycerine.

The Policing of Milling in Transit.

After bureaucrats have undertaken the regulation of an industry there develops in their minds the thought that the merchants or manufacturers engaged in the industry exist solely that they may carry out the orders of bureaucrats. That their orders make it more expensive to do business or to manufacture an article means nothing to them, and if their theoretical schemes of regulation are shown to be impracticable, instead of permitting an industry to continue a legitimate practice, they advocate its abolishment, rather than confess the incapacity of government.

Policing rules are now sought to be imposed on grain shippers and millers under threat of abolition of the milling in transit privilege. It is alleged these rules are needed to prevent shippers from defeating the correct application of proportional rates by manipulation of billing; and in support of the regulations it is stated that transit is a "privilege," not a right, and that it may be taken away from shippers. This is an error. Transit is a right and not a privilege. The Supreme Court of South Dakota on June 14 held that "Stoppage in transit, one of the regular services included in 'transportation,' is NOT a privilege to be granted or withheld at will of a carrier," in the suit by the C., M. & St. P. Ry. Co. v. Board of Railroad Commissioners of South Dakota.

At one Northwestern market one company operating five terminal elevators has always made it a practice to use billing into any of its houses on transit out of any of the five. Now the carriers at the instigation of the Interstate Commission propose rules requiring in and out records to be kept for each house separately. The height of absurdity is reached at one Missouri River market, where two parts of one industry are to be required to keep separate records, altho material is moved from one plant to the other by wagon and conveyors, so close are they, both under one ownership and management.

The rules proposed by the trunk line com'ite are salutary in the main, as preventing one grain handler from taking an unfair advantage of his competitors by defrauding the carrier of revenue; and there is no reason why shippers at some of the western markets should be permitted to indulge in loose practices when the central markets are so closely checked up. If it should prove difficult to word the rules in such a way as to make compliance therewith easy the carriers and the Commission could well abandon their refinements of regulation and rely on the criminal statutes to prevent frauds. The criminal law is quite adequate to handle the entire matter of fraudulent billing, if enforced, which it is not, the only prosecution for this peculiar class of fraud in recent years having been the indictment now pending of a grain dealer of Louisville, Ky.

SPARK CATCHING ROOFS and ledges are not expected to prolong the existence of wood elevators but we find so many of them along the main lines of heavy railroad traffic it is suspected that some elevator owners think that such spark catchers are a protection instead of a hazard.

Keeping the McNary-Haugen Bill Alive.

At a conference of agricultural agitators held at Chicago last week a well known Wall street speculator identified with the McNary-Haugen scheme easily was able to persuade them to work for the enactment of this un-economic measure when Congress reassembles.

The prospects that this bill ever will become law are poorer than ever since the rise in the price of grains.

Cotton was in the bill originally but was taken out after this journal had shown that the price of cotton would have to be fixed downward instead of upward, under the rule for all commodities laid down in the bill. The disappearance of cotton from the bill was mysterious, no one having anything to say about the deprivation of the cotton growers of the blessings to be conferred by this precious document.

If wheat is worth much over \$1.48 cents next December it is a safe prediction that wheat will be taken out of the McNary-Haugen bill.

Some of the wisest men in the packing trade believe that hogs will be dear by September, 1925, so that we may expect packing house products to be taken out of the bill.

Corn will positively not be given the price boosting protection of the McNary-Haugen bill. The enactment of the bill with corn included would cut the price 50 cents per bushel. Any Congressman foolish enough to stand for this proposition would be clubbed to death immediately by the angry farmers of the corn belt.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Soo Line 101484 passed thru Sawyer, N. D., on Oct. 3 leaking wheat near side door.—Chas. Sweet, Minnecota Elevator Co.

Soo Line 102422 passed thru Sawyer, N. D., leaking rye out of the end door.—Chas. Sweet, Minnecota Elevator Co.

C. B. & Q. 104991 passed thru Arcadia, Neb., on Sept. 26th, badly leaking wheat at the door post on the south side of the car.—R. R. Clark.

A. T. & S. F. 47418 passed thru Frizell, Kan., on Sept. 22, on an eastbound Santa Fe train, leaking wheat badly at south door.—Hill & Cheers.

G. C. L. 1373 passed thru Nevada, Ia., on Sept. 12, leaking mixed cracked corn, wheat, oats and barley from under the south door.—Frazier & Son.

Penn. 569606 passed thru Filson, Ill., Sept. 4, on an eastbound local freight, leaking wheat at the bottom of the door. The coopering must have been defective.—T. E. Hamman.

C. St. P. M. & O. 27452 passed thru Crandon, S. D., on Sept. 1, leaking wheat on one side. Trainmen fixed it as best they could.—G. G. Stahl.

C. & W. C. 8191 passed thru Filson, Ill., leaking grain from the side of the car. It was repaired at this station by trainmen.—T. E. Hamman & Co.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Effect of Delay in Acceptance of Shipment?

Grain Dealers Journal: If "A" sells a carload of flour to "B" leaving a three pound sample Sept. 8, 1923, "A" shipped the carload flour to "B" as per contract, the same kind and brand of flour purchased by "B." Terms: draft and bill of lading attached, payable on arrival of carload flour at destination. "Allow inspection notation on B/L.

When carload flour arrived at destination "B" inspected the same, and held the carload flour at destination six days, then being satisfied flour was satisfactory paid the draft secured by B/L.

Is a transaction like this a closed matter?—The Hamilton Co., New Castle, Pa.

Ans.: The only irregularity in this transaction seems to have been the buyer's failure to comply with the contract requiring draft to be paid on arrival instead of six days later. This gave seller an opportunity to cancel the contract, if he knew of the delay, before buyer paid the draft and took possession. After payment the deal became closed, but buyer is liable for interest or demurrage accruing, if any, by reason of his delay.

"Bounce" Means Delivery within Five Days.

Grain Dealers Journal: We have noticed that the word "bounce" on page 22 of the Robinson Telegraphic Cipher Code Revised, is intended to mean "delivery within five days." We believe it is generally understood, however, that when one uses the code word "bounce" it means five days shipment. This opens up an opportunity for differences and disputes. I believe the page heading should be changed to read "Time of Shipment." Doubtless it is impractical to change the page heading in all Codes to read "time of shipment," still I think some action should be taken that will place the trade on guard against this double meaning. The sooner all users of the Code place the same interpretation on the meaning of the word "bounce" the sooner will the members of the trade using the Robinson's Code be free from difficulty because of the double meaning given this word by various sections of the trade.—Western Terminal Elevator Co., Sioux City, Ia.

Ans.: The page heading for 20, 21 and 22 is very clearly printed "time of delivery." All the code words and phrases printed under this heading are meant to express the time of delivery. There is no ambiguity in the code as to the meaning of "bounce." Dealers who use the code word to mean "time of shipment" instead of "time of delivery" are courting trouble for themselves and those with whom they trade.

Buyer's Right to Take Discount?

Grain Dealers Journal: I sold two cars of oats to Sioux City to grade No. 3 white. On account of some alleged mixture they were graded No. 4 white. I believe the sample taken out of these cars was taken at the door and was not an average sample. I feel satisfied a resampling would have changed the oats to No. 3 white. In fact, the oats were No. 2 white. It seems to me we are entitled to a reinspection, and that it should be the buyer's loss as long as he did not get us a resample.

The buyer took a discount and never notified me until he sent me the returns. As soon

as I got the notice I wired buyer to get federal inspection, and they admit receiving my wire. Is this the fault of the commission house or myself?—J. V. Fousek, Dante, S. D.

Ans.: A sale by a country shipper to a party in a terminal market at a certain price is on an entirely different basis from a shipment to a commission merchant to be sold after arrival.

The buyer owes to seller no duty NOT STATED IN THE CONTRACT. If the contract stated the buyer could take off grades at a discount he could do so. When this point is not covered by the contract the law applies, which is that a buyer must either accept the goods at the named price or reject them. A buyer can not take goods at a discount without first getting seller's permission to take discount. If he has done so the seller can bring suit and recover the full price. Unloading constitutes acceptance, both under the law and under the trade rules.

If these oats had been consigned to a grain commission firm for sale on the open market at the best price obtainable the receiver would have protected the interests of his client if the grading seemed too low by resampling, reinspection or appeal. The official grade given grain before sale by sample is not so important, as buyers base their offer on the merits of the sample itself. A buyer on the Board of Trade may pay No. 3 price for No. 4 graded oats if they look that good to him.

In this case the seller, not having authorized the discount, should make claim for the full contract price. If he does so and has to bring suit to collect the buyer probably will set up the defense that the oats did not grade No. 2 as per contract, but such defense will be thrown out by the court.

WASHINGTON, D. C.—Senator W. J. Harris, of Georgia, returning to Washington recently announced that he would support the bill of Senator Caraway, of Arkansas, introduced last Dec. 10, prohibiting trading in futures in both cotton and grain. Both senators, it is understood, are willing to have grain struck from the bill, but have added it is due to the anticipated insistence of 3 or 4 western senators. The cotton senators contend there should be no cotton market at Chicago, which is neither a concentration point, a shipping point, or a spinning point.

Minnesota Court Decides Co-operatives Subject to Double Liability.

Many corporations, both co-operative and otherwise have non-assessable stock. Whether stock is assessable or not depends upon the laws of the state under which the corporation is formed. Section 3 of Article 10 of the Constitution of Minnesota reads:

Each stockholder in any corporation, excepting those organized for the purpose of carrying on any kind of manufacturing or mechanical business, shall be liable to the amount of stock held or owned by him.

With reference to this constitutional provision of Minnesota, the Supreme Court of the United States, in *Bernheimer v. Converse*, 206 U. S. 516, said:

The courts of Minnesota have held that a stockholder's liability is, therefore, fixed and measured by the constitution. *Willis v. Mabon*, 48 Minnesota, 140; *McKusick v. Seymour, Sabbin & Co.*, 48 Minnesota, 158. It is apparent from a consideration of this constitutional provision that its purpose was to make a stockholder liable to the creditors of the corporation in an amount not exceeding the par value of the stock held by him, and thus secure for the benefit of such creditors, in addition to the assets and property which the corporation might possess, the liability of those who hold its stock in a sum necessary to make good any deficiency between the amount of the assets and the debts within the limitations stated.

The Supreme Court of Minnesota in the suit by certain stockholders against the Goodhue County Co-operative Co., Farwell, Ozmun, Kirk & Co., plaintiffs, held

"That there may be no misunderstanding it should be understood that the order under review, and which we affirm, concludes the parties upon the question of the assessability under the Constitution of the stock of the co-operative company, and the propriety of the assessment made. It is not a holding that the defendants are stockholders, nor that the additional stock was legally issued, nor that there is liability on it, nor does it conclude the stockholders in any personal defense.—199 N. W. Rep., 436.

Federal Commission No Judge of Unfair Competition.

The U. S. Circuit Court of Appeals in granting the National Biscuit Co. and the Loose-Wiles Biscuit Co. a reversal of the order against them by the Federal Trade Commission explained that the law under which the Commission operates gives it no authority to define unfair methods of competition.

The Commission has proceeded on the assumption that after an investigation into all the facts it can declare any certain method of doing business to be unfair and order the defendants to desist. The decision is that it is for the courts and not the Commission to determine whether methods of competition are unfair.

The order set aside by the court read as follows:

From giving to purchasers operating two or more separate units or retail grocery stores or chain systems a discount on the gross purchases of all the separate units or retail stores of such chain system, where the same or a similar discount on gross purchases is not allowed or given to associations or combinations of independent grocers operating retail grocery stores similar to the separate units or stores of such chain system.

The court said "The law does not make mere size of business an offense or the existence of unexerted power an offense. Effective competition requires that merchants have freedom of action in conducting their own affairs. To be successful may increase or render insuperable the difficulties that rivals must face, but it does not constitute reprehensible or fraudulent methods.

"The manager of a pool has no control over any of the various grocers in the pool. He incurs no financial liability. Each member of the pool controls his own business, and is liable for his own indebtedness.

"It is undeniable that the manager of a branch of a chain store is an employee of the owner of the chain system and cannot be regarded as a different purchaser. The indebtedness is incurred by the company, the payment is made by it, and the goods are delivered to it. It may be that the cost of selling the chain is the same as the cost of selling to the owner of but one store; but that does not sustain the charge of price discrimination, for there is no provision in the Clayton Act, or elsewhere, that the price to two different purchasers must be the same if it cost the seller as much to sell one as it does to the other.

"It was never intended by Congress that the Trade Commission would have the duty and power to judge what is too fast a pace for merchants to proceed in business and to compel them to slow up. To do so would destroy all competition except that which is easy."—299 Fed. Rep. 733.

Why not abolish this Commission of useless meddlers?

AN INVESTIGATION of the past profits of the component members of the Grain Marketing Co. has been begun by the Federal Trade Commission at the instigation of the Illinois Agricultural Ass'n. The inquiry will cover the last four crop years. The authority of the commission to pry into the private affairs of the grain companies is exceedingly doubtful and its agents should be kicked out. The citizens of the U. S. have some rights even bureaucrats must respect.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 23-24. Ass'n of Feed Control Officials, Washington, D. C.

Nov. 18-20. Nebraska Farmers Co-operative Grain & Live Stock State Ass'n at Omaha, Neb.

Ethyl Acetate-Carbon Tetrachloride Fumigant for Destroying Weevils in Grain.

The Bureau of Chemistry, in collaboration with the Bureau of Entomology, United States Department of Agriculture, has recently developed a noninflammable and nonexplosive fumigant which is deadly to weevils in wheat and other grains, but can be handled with no injurious results to man. It consists of a mixture of 4 volumes of ethyl acetate with 6 volumes of carbon tetrachloride. Ethyl acetate is a colorless volatile liquid lighter than water, with a pleasant odor. Carbon tetrachloride is a colorless volatile liquid heavier than water, with a sweet odor suggestive of that of chloroform. Carbon tetrachloride does not burn, and, in fact, is used as a fire extinguisher. Since the vapor pressures of ethyl acetate and carbon tetrachloride are almost the same, a mixture of the two vaporizes practically as if it were a single compound.

Experiments to be reported in detail in a forthcoming bulletin have shown that this mixture kills practically 100 per cent of weevils in wheat loaded in box cars when used at the rate of not less than 40 pounds per 1,000 cubic feet of car space. Since the average capacity of box cars is about 2,750 cubic feet, this means that 110 pounds (equivalent to 10 gallons) of the mixture must be used. At present prices for ethyl acetate and carbon tetrachloride the mixture costs 10 cents per pound, but it is believed that as the demand increases the price will decrease. The average box car will hold 1,300 bushels of wheat, making a cost of 0.85 cent per bushel for the new fumigating mixture. Probably a dosage smaller than 40 pounds per 1,000 cubic feet would be sufficient for fumigating grain in bins, elevators, or other tight inclosures, but no experiments have yet been made to determine the minimum effective dosage for such places.

The ethyl acetate and carbon tetrachloride mix readily when poured together. The mixture is best applied to grain by means of a watering can or a sprayer. Care should be taken that the mixture is applied uniformly to the entire surface of the grain. The mixture evaporates very rapidly and the vapors, which are heavier than air, sink down through the grain, killing the weevils. The fumigant should be applied rapidly and the door of the car immediately closed.

Two grades of ethyl acetate (known in the trade as acetic ether) are on the market. One contains 85 per cent and the other contains 99 per cent ethyl acetate. It is important that the 99 per cent grade should be employed and also that the ethyl acetate be free from impurities of low volatility. Otherwise the fumigated grain may have an objectionable odor. The ethyl acetate should be tested as follows: Wet a sheet of filter paper with the liquid and let the liquid evaporate. When the paper is dry, no odor should be detectable on it. If an odor remains on the paper it will remain on the grain after fumigation and may be carried through to the flour and even to bread made from the flour. It is possible to secure ethyl acetate free from these odoriferous constituents, and no other grade should be used.

Directions for Application: Mix 4 volumes of a 99 per cent grade of ethyl acetate which evaporates without leaving an odor with 6 volumes of carbon tetrachloride.

Do not attempt to fumigate wheat in bags in the open, or in cars that cannot be tightly closed. This mixture is effective only in a closed space, the tighter the better. Under favorable conditions and for a light to moderate infestation of weevils, use 40 pounds per 1,000 cubic feet of enclosed space. If the weevils are numerous, if the weather is cool, or if there are cracks in the car, use 50 pounds per 1,000 cubic feet of enclosed space.

Ten gallons (110 pounds) of the mixture is usually sufficient for the ordinary box car.

Apply the fumigant by sprinkling or spraying it over the surface of the grain from an ordinary watering can or by means of a sprayer. Apply the fumigant as rapidly as possible; then close the door tightly.

AN IMPLEMENT invented by a South African, is claimed to gather ears from 100 acres of corn per day. It straddles the rows, stripping the stalks of the ears and gathering these into a box. Demonstration is being conducted under the supervision of the Department of Agriculture of South Africa, says W. E. Vaughn, sec'y to Trade Commissioner in Johannesburg.

Accident Insurance and Company-Owned Cars.

BY GEO. M. WILLIAMSON.

A Pittsburgh representative of a large Minnesota mill was driving on one of the main highways of the Steel City in a company owned car when, at an intersection, he was struck by another auto going at a high rate of speed, throwing his car onto the sidewalk and injuring 3 woman pedestrians.

Out of this accident 3 lawsuits were started. The last suit was only recently disposed of, the negotiations having been carried on for over a year.

On the surface it would appear the accident was the fault of the other driver and the mill's representative should apparently have been relieved of any responsibility. But before the 3 cases were finally adjudicated the insurance company representing the mill had paid close to \$10,000. Only the slight character of the injuries prevented the verdicts from reaching 30 or 40 thousand dollars. Had such verdicts been brot in this instance, recourse to the higher courts would have given the mill little consolation. Generally the supreme courts are more inclined to sustain than reverse a jury's decision.

Exorbitant damages are frequently paid pedestrians who are injured by company-owned cars. Tho the parties involved would not admit it, experience proves that the amount of damages rendered is invariably based on the financial ability of the defendant company. The same statement of facts presented to a jury in the case of a poor individual invariably brings proportionately smaller damages than when the case involves a wealthy individual or corporation.

The average automobile policy places its limit of liability in the case of injury to one person at \$5,000. Should more than one person be injured in the same accident the insurance company's liability ceases at \$10,000.

If a verdict is rendered for more than \$10,000 the grain dealer or mill owning the car would have to pay the difference. In the case of serious accidents such verdicts might easily prove confiscatory to the grain or mill firm. Certainly they could impair the working capital and credit.

The increasing use of company owned cars by representatives and salesmen of grain firms and mills makes this peril assume greater proportions than it did a few years ago. Insurance firms are attacking the problem with vigor.

A few years ago the grain man who carried an insurance policy with liability limits of \$10,000 in case of accident to one person and \$30,000 in case of accident to more, was considered over-cautious about protecting himself. Certainly he was thot to be wasting a lot of good money in premiums. Today \$5,000 to \$10,000 limits are immediately increased, because they are insufficient protection and high insurance only is considered adequate.

Insurance firms have found they can carry the additional insurance for comparatively small premiums, due to the law of averages. But were an individual to assume the excess liability in case of accident, it might easily prove disastrous.

S. J. Clausen, Veteran Grain Shipper, Dies.

Following 2 strokes of apoplexy, the first paralyzing one side of his body and the second rendering him speechless, S. J. Clausen died at 6:30 p. m. on Sept. 24, at the age of 73. The first stroke, which occurred about 11 weeks previous to his death, confined him to his bed, but he never lost hope of regaining his former strength. After the second stroke, occurring 3 days before the end, he sank rapidly.

Mr. Clausen was born in Jutland, Denmark, Aug. 23, 1852. At the age of 13 he went to sea and stuck to sailing for 7 years. At the age of 20 he had twice rounded the cape of Good Hope and 10 times crossed the equator.

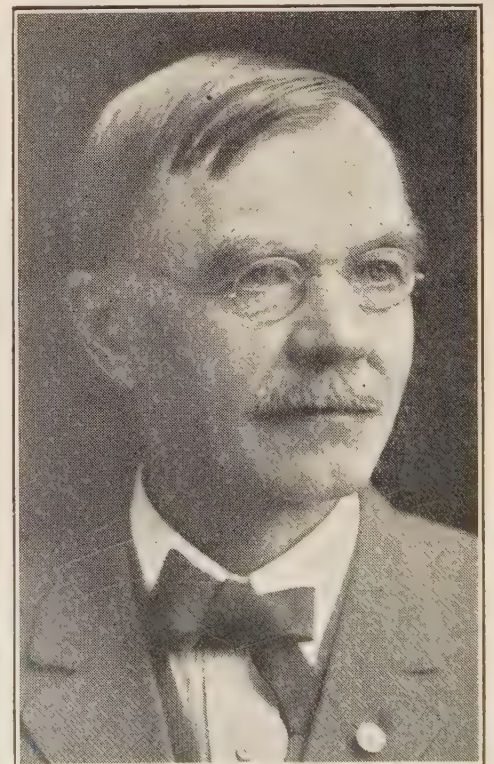
He came to America in 1874 and went to Milwaukee where he expected to form a partnership with his brother by purchasing a lake vessel and sailing it in the grain trade. Instead he became interested in the grain business and started in that with his brother.

In 1882 he went to Clear Lake, Ia., where he began operating an elevator. Intelligent industry brot him prosperity. During his 42 years in that city he built up a thriving grain business and made countless friends. As a charter member of the Grain Dealers National Ass'n and an active member of the Iowa Grain Dealers Ass'n he became favorably known to all the dealers in the state.

The same year he entered the ranks of Clear Lake business men he became one of the founders of the Cerro Gordo State Bank and remained a director of it until his death, also being vice-pres. for several years.

Mr. Clausen belonged to numerous lodges and secret orders and was an active civic worker in all public enterprises.

His wife and 5 children, Mrs. C. F. Olsson, H. W. Clausen, B. Clausen and Louise Clausen, of Clear Lake; and S. J. Clausen, Jr., of Glendale, Cal., 2 brothers and 2 sisters mourn his loss. His host of friends extend their sympathy and carry memories of the sailor who has launched his last ship for the unknown.



S. J. Clausen, Clear Lake, Ia., Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Oklahoma Dealers Never Brag.

Grain Dealers Journal: When some people hear the word Oklahoma spoken they start thinking of a wild Governor, wild Indians, wild cow boys, wild women and wild wildcats, but such is not the case, dear Ed.

Oklahoma is first in good looking women, first in zinc, first in broom corn and among the first in oil and gas, second in cotton, third in wheat.

While we are only twelfth in corn, but even at that the boys down near the mountains figure the present acreage will yield around twenty gallons per acre. At the present time Oklahoma bankers are wearing their fingers sore heating the old adding machines counting up cotton tickets.

Country roads are so full of automobiles farmers are considering building private roads on their own land in order to market their products more expeditiously. The frost is on the pumpkin and the fodder is in the shock.

Come down and watch us do our stuff the Oklahoma way.—W. E. (Hap) McCarrick, Lone Wolf, Okla.

Booze Chasers Nearly Wrecked the Elevator.

Grain Dealers Journal: The big wind that passed over South Dakota last summer wrecked and damaged so many elevators we were kept extremely busy and naturally encountered some new and thrilling experiences.

At Blunt, S. Dak., one elevator was so badly damaged it was necessary to rebuild it entirely. We were able to save one-half of the storage annex. In constructing a spout to convey grain from this annex to the boot of the new elevator one of our millwrights found a one gallon glass jug full of old-time whiskey. It had been concealed in an unused spout so long that part of the wire bail holding it in place had rusted away. After our millwright had recovered from his surprise he tried to hide his find but another hawkeyed booze hound intercepted him and saved the jug. Another millwright on the same job suspecting that the find was a good omen of what remained covered, began exploring hidden cor-

ners and sure enough discovered another glass jug full of old-time whiskey.

As soon as it became noised about that the workmen were discovering the real goods in the old building, the populace nearly wrecked the remains of the annex and the foreman on the job experienced great difficulty in saving any part of the building. The thirst stricken people were anxious to get a taste of that old time liquor with a kick. No one dared to guess on how long the liquor had been hidden in the old building. The elevator was erected many years ago when the railroad was first built from Huron to Pierre.—J. F. Younglove, Sioux City, Iowa.

Attracted by the Office Safe.

Grain Dealers Journal: The report that our place was the scene of an old style burglary is correct.

Entrance to the building was made by prying open one of the rear driveway doors and once inside the yeggmen were safe to work their way into the main and private office without much fear of interruption. A glass was broken in the outer office permitting the window stop being released and window raised. The door to driveway was then opened and a number sacks of wheat screenings and cotton seed meal was carried through the main office into our private office where the safe stood.

It was evident that a heavy charge of "Nitro" was inserted in the door of the safe after the combination dial had been knocked off and the charge exploded from a series of wires connected to a light socket in the main office, blowing the outer door of the safe entirely off.

The inner door was then broken open, as was also other locked compartments of the safe, everything in the safe was removed to make a further examination for hidden cash. Currency and change in the amount of \$252.10 was taken, leaving checks and other valuable papers on the office floor.

A finger expert was called from Toledo, and a thorough investigation made for some clue, without results. The entire office was so thoroughly covered with cotton seed meal and dust that a powerful glass and light failed to show any marks indicating a finger print. We have not been able to locate a small yale key that was in our cash box and this key at some time may lead to the identification of the cracksmen.

The night selected was an ideal one for the job as it was raining and frequent peals of thunder together with the noise of passing trains drowned the noise in the office.—Farmers Exchange Co., F. C. Sparks, Mgr., Tiffin, O.

Telegraph Co. Liable for Bogus Message.

Judgment against the Mackay Telegraph-Cable Co. was given John A. Erhard, Temple, Tex., by the Court of Civil Appeals of Texas June 25, 1924, for transmitting a bogus telegram.

Alex Hyman & Co., as agents of Erhard, bought and sold cotton for him on the New Orleans Cotton Exchange. About 9:09 a. m. on Saturday, October 23, 1920, appellant company through its connecting lines delivered a message to Alex Hyman & Co., reading, "Sell Five Jany. Erhard." This message meant that said brokers should sell for Erhard on the New Orleans Cotton Exchange 500 bales of cotton for delivery in January, 1921. Acting upon this message Alex Hyman & Co. did sell by open outcry on said exchange between 9:09 and 9:10 a. m. that day for Erhard for January delivery 200 bales at 19.42 cents per pound and 300 bales at 19.44 cents per pound and so notified Erhard at Temple, Tex., by wire filed at New Orleans at 9:12 a. m. This notification message was not delivered to Erhard at Temple, Tex., until 9:44 a. m. that day. Erhard immediately wired Alex Hyman & Co. repudiating any such order and advising said brokers that he had sent no such message. This latter message was received by Alex Hyman & Co. at 10:04 a. m. of that day, four minutes after the cotton exchange had closed for that week. Before the market closed, however, this contract had incurred a loss, due to rise in the market price of cotton, of \$1,805.

Defenses of the telegraph company were: That the sale of the cotton was for January delivery, and had same been carried until January there would have been no loss, but a gain instead, as cotton was lower all during January, 1921, than on October 23, 1920; (2) that appellant acted with due care and diligence in receiving and transmitting the message; (3) that such message was an unrepeatable interstate message, governed by federal law, which restricted the amount recoverable to 50 times the sum received for sending it; and (4) that, even if said original telegram was bogus, appellee ratified and adopted it by his telegram of Monday, October 25th, directing his brokers to "buy to cover" the 500 bales sold under the bogus telegram.

This case was submitted to a jury on special issues on all of which they found in favor of plaintiff and against the telegraph company. Based upon such findings the court rendered judgment in plaintiff's favor for the amount sued for.

The Court of Civil Appeals said: Issue No. 1 was whether or not appellant's operators exercised ordinary care and prudence in sending the bogus telegram and without having reasonable cause to believe that said message was forged. Issue No. 5 was whether or not the Dallas operator under the facts shown exercised ordinary care in transmitting said message without having first made inquiry as to its genuineness. On both of these issues the jury found against appellant. These were matters of fact for the determination of the jury and we are not authorized to disturb their findings unless against the overwhelming preponderance of the evidence or clearly influenced by passion or prejudice. Without discussing the evidence it is sufficient to say that we think it amply sufficient to sustain the findings of the jury.—264 S. W. Rep. 570.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.													
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	136½	138½	138½	141	141½	141½	141½	146½	145½	148½	149½	149½	150½
Kansas City	127½	129½	129½	132½	132½	132½	132½	137½	136½	139½	140½	140½	142½
St. Louis	135½	137½	138	140	140½	140½	140½	145½	145	147½	148½	148½	148½
Minneapolis	133½	135½	136	138	138½	139½	144½	143½	146	147½	147½	148½	148½
Duluth (durum)	128½	132½	133½	134	136½	136½	143	142½	147½	149½	149½	150½	148½
Winnipeg	135½	140½	138½	142½	143½	144½	149½	149½	154½	155½	155	158½	156½
Milwaukee	136½	138½	138½	141½	141½	141½	146½	145½	148½	149½	149½	150½	150½
DECEMBER CORN.													
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	102½	106½	110½	110½	110	108½	112½	110½	112	113½	113½	113½	113½
Kansas City	95½	99½	102½	102	101½	102½	104½	103	104	102½	105	105½	105½
St. Louis	102½	106½	109	109	108½	109½	111½	110½	110½	109½	111½	111½	112½
Milwaukee	102½	106½	110½	110½	109½	110½	112½	110½	111½	110½	113½	113½	113½
DECEMBER OATS.													
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	51½	52	52½	52½	52½	54½	57½	56½	57½	57½	56½	57	56½
Kansas City	50½	52	52½	52½	52½	54½	56½	56½	56½	56½	56½	56½	56½
Minneapolis	46½	47½	47½	47½	47½	49½	52½	51½	52½	51½	52	52½	51½
Duluth	56½	57½	57½	57½	57½	58½	61½	65½	65	67	66	65½	67½
Winnipeg	56½	57½	57½	57½	57½	58½	61½	65½	65	67	66	65½	67½
Milwaukee	51½	52½	52½	52½	52½	54½	57½	56½	57½	57	56½	57	57
DECEMBER RYE.													
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Chicago	111	113	115½	117½	120½	123½	130	131½	133½	133½	130½	132	131½
Minneapolis	102½	104½	107	109½	112½	114½	122	123½	125½	125½	121½	121½	121½
Duluth	106½	109½	111½	113½	116½	119	126½	127½	129½	130	130½	127½	126½
Winnipeg	109½	113	113½	116	118½	120	128½	129½	132	133½	129½	130½	130½
DECEMBER BARLEY.													
	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 6.	Oct. 7.	Oct. 8.
Minneapolis	80½	82½	83½	84	86½	88½	94	91½	94	94	91½	91½	90½
Winnipeg	82½	84½	84½	84½	83½	82½	96½	91½	95½	93½	91	95	94½

COLUMBUS, O.—Due to the results of a recent survey over 33 of the chief wheat producing counties of Ohio, which showed Hessian fly on the increase, Richard Faxon, chief of the Ohio Division of Plant Industry, is advising careful observance of the sowing dates shown to be safe. For Ohio as a whole the percentage of infestation has increased from an average of 4.3% for 33 counties in 1923 to an average of 10.3% for 33 counties in 1924. Some of the northwestern counties have made determined efforts to overcome the infestation and 8 of them brought their average of infested stalks down to 5.6%.

Buyer Bound by Inspection at Point of Origin.

The Blum Milling Co., Blum, Tex., plaintiff, was denied a rehearing June 26, 1924, of its suit against the Moore-Seaver Grain Co., Kansas City, Mo., defendant, to recover the price paid for a car of wheat alleged to be not of contract No. 2 grade.

On April 7, 1922, appellee, over the telephone, purchased from the agent of appellant at Fort Worth, Tex., 1,000 bushels of No. 2 red wheat at \$1.52½ per bushel. On the same day appellant, from its Kansas City office, mailed to appellee its written confirmation of said sale. On April 10, 1922, appellant delivered the car of wheat in controversy to appellee Atchison, Topeka & Santa Fé Railway at Kansas City and prepaid the freight to Blum, Tex. It attached a B/L to the draft for \$1,525 and drew on appellee for said amount. The draft was paid and B/L taken up by appellee milling company before it had any opportunity to inspect the wheat. The car of wheat arrived at Blum, Tex., on April 18th, and when opened, appellee milling company's witnesses testified the wheat was musty, had a bad odor, had weevils in it, and was totally unsuited for grinding into flour.

The appellant alleged that it sold to appellee milling company 1,000 bushels of No. 2

red wheat, to be delivered by it to the Atchison, Topeka & Santa Fé Railway Company at Kansas City, and that under the terms of the contract it was agreed that the wheat should be weighed and graded at Kansas City, Mo., by officials of said state and that the weights and grades of such grain as made by said officials should be binding and conclusive between the parties, and that the wheat it did deliver to said railway company was weighed and graded by the official inspector in Kansas City, as per said contract.

The jury found that the wheat was not when delivered by appellant to the railway company nor at the time it reached Blum, Tex., No. 2 red wheat, and was not in good condition; that the difference in the case market value of No. 2 red wheat and that actually delivered on the Kansas City market and at Blum, Tex., was \$1 per bushel; that the wheat when delivered to the railway company at Kansas City was not suitable for milling purposes; that the appellant did not deliver No. 2 red wheat at Kansas City, Mo., according to the Kansas City official weights and Kansas City official grades. The jury further found that the wheat was not damaged while in the possession of the railway companies. On the findings of the jury and additional findings by the court, judgment was rendered for appellee milling company against

appellant for \$1,000, and judgment was entered in favor of the Atchison, Topeka & Santa Fé Railway Co. and the Gulf, Colorado & Santa Fé Railway Co., appellees herein.

The Court of Civil Appeals of Texas reversed this judgment on the ground that the condition of the wheat at destination was immaterial, since the contract was based on Kansas City grades, the confirmation containing the following clause:

"Unless otherwise stated, all sales of grain are on Kansas City official weights and Kansas City official grades existing at the time of delivery, which shall be conclusive between the parties hereto."—264 S. W. Rep. 551.

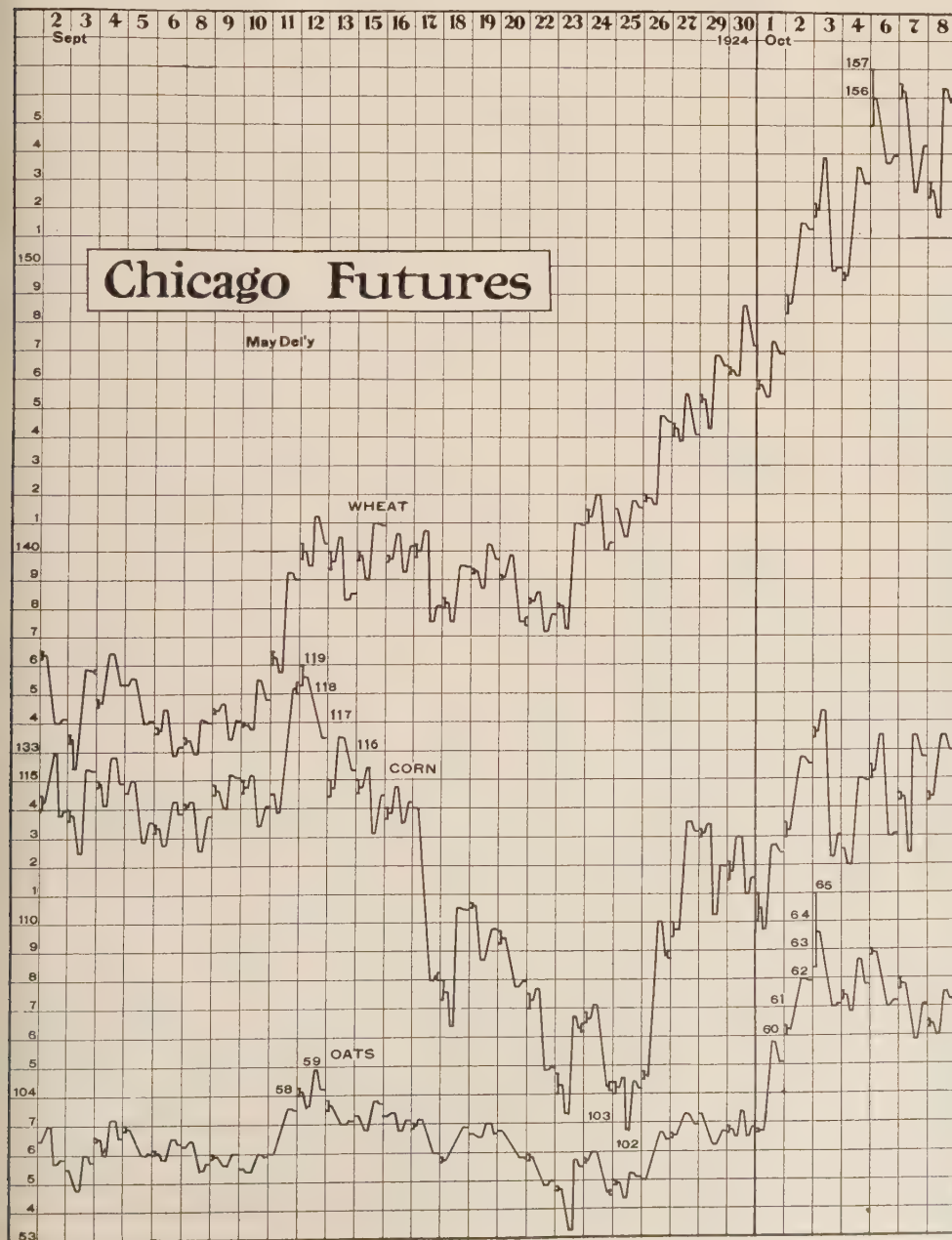
Pool Battle Reaches Courts.

Thousands of North Dakota farmers are deeply interested in a prayer for an injunction, instituted by the North Dakota Wheat Growers Ass'n in an attempt to prevent Peter Weissenberger, of Tuttle, N. D., from selling his wheat to independent dealers instead of thru the Ass'n pool.

Contracts made, says the ass'n, compel Weissenberger to deliver all the wheat he produces to it. Weissenberger, on the other hand, comes back with the charge that the contract has been breached several times by various failures of the pool to live up to the obligations assumed by it in the writing. To this he adds the demand that the ass'n be thrown into the hands of receivership.

KANSAS CITY, Mo.—The average protein content of wheat received at this market so far this season is estimated at approximately 12½%. Last year it was slightly over 12%. Between 20% and 25% of the local elevator stocks will run 12% protein or better. Buying wheat at a country station based on the expected protein test is almost as uncertain as betting on a horse race.

CLEVELAND, O.—A heavy guard is stationed along the roads in this part of Ohio to enforce the corn-borer quarantine. Some of them are armed. W. H. Stout, one of the guards, in attempting to stop a car, used his gun and, in so doing, blinded the 10-year-old son of Mrs. E. F. Cooper, of this city. Mrs. Cooper plans to sue the quarantine guard.



If Your Heart Isn't in it

If your heart isn't in it, whatever the task,

Then there isn't a wage that you ever could ask,

Or a person could pay, half sufficient for you,

For the load you must carry, the work you must do.

If you don't find a joy in the things that you touch,

Then whatever they pay you they pay you too much;

For there isn't a duty that's done with a frown

That amounts to a lot when you simmer it down.

If your heart isn't in it, then let's put it in!

It will lighten the task, it will help you to win.

The things that you do and the things that you make

Is not for you own but for ev'ry one's sake.

—Douglas Malloch.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Regina, Sask.—Parcels of wheat arriving here show frost damage to have been fairly general thruout the province, particularly in the northern sections. As a result grades are being knocked down to No. 3 and No. 4 northern.

Regina, Sask., Oct. 7.—Threshing was halted quite generally all thru Saskatchewan by wet weather beginning with rain on Oct. 2 and ending with snow on Oct. 3 and 4. A large acreage in the southeast still remains to be threshed but over 50% of the threshing is completed in other parts of the province. Wheat is of fair quality where it has not been caught by frost. Frost is the chief cause of reduction in grade.

Winnipeg, Man., Oct. 8.—The Northwest Grain Dealers Ass'n estimates the crops at 266,125,000 bus. wheat; 313,131,000 bus. oats; 54,227,000 bus. barley; 9,225,000 bus. rye; 6,092,000 bus. flax, for the prairie provinces. The wheat aggregate is made up of 43,556,000 bus. in Manitoba, 142,462,000 bus. in Saskatchewan, and 80,107,000 bus. in Alberta. The average yield is 13.8 bus. per acre. Last year's wheat crop was 438,578,000 bus.

COLORADO.

Holyoke, Colo., Oct. 4.—We have had a lot of moisture here this fall. The fall wheat acreage will be greater than last year.—W. H. Cramer, W. H. Cramer Construction Co.

ILLINOIS.

Springfield, Ill., Oct. 8.—Rainfall during the past week varied from light to moderately heavy. Moderate temperature and plenty of sunshine proved favorable for maturing the corn. Early corn is dented and mostly safe, but late corn suffered considerable damage by frosts in spots, particularly in the lowlands. These frosts proved an advantage in checking growth. Considerable seed corn has already been gathered. Sowing of wheat and harvesting of soy beans is in progress.—C. J. Root, meteorologist.

KANSAS.

Lebo, Kan., Sept. 29.—We have a large crop of corn well matured, and a large crop of kafir which needs about 10 days to fully ripen.—A Carr, mgr. Grangers Co-operative Ass'n.

Topeka, Kan., Oct. 10.—The corn situation changed little during September and a crop of 148,578,000 bus. is still prospective, which means an average yield of 24.9 bus. per acre, compared with 21.7 bus. last year and a 1923 crop of 122,149,000 bus. The crop's condition is 75%, compared to 66% a year ago. By Oct. 1 it was past the hard dough stage and out of danger from any serious frost damage. Approximately 83% of the corn being grown in the state will be of merchantable quality. This means that Kansas will have about 15,000,000 bus. more merchantable corn than last year, due chiefly to the larger acreage and production. The kafir, milo and feterita crop prospects are 83% of normal, with 80% of these grains already matured and past serious damage from frost. Light frosts so far have hastened maturity. The outlook is for 29,839,000 bus. of grain sorghums this year, compared with 28,285,000 bus. in 1923.—Division of Statistics, Kansas State Board of Agriculture.

MINNESOTA.

St. Clair, Minn., Sept. 27.—We have a good crop of wheat in this locality and the corn, of which there is a good acreage, is coming along fine, tho 2 more weeks of good weather is needed.—T. E. Meany, agt. Hunting Elevator Co.

Truman, Minn.—A yield of 1,470 bus. of oats on 14 acres is reported by Frank Harris, a farmer near here. They were of the finest quality, weighing 36 lbs. to the bu. Figuring the overrun the field yielded 1,655 bus. by weight—an average of 111 bus. to the acre.

MONTANA.

Wilsall, Mont., Sept. 23.—The grain crop here is very light.—A. W. Anderson, agt. Strauss & Co., Inc.

NEBRASKA.

Superior, Neb., Oct. 8.—Corn is not very good. 4 days of hot winds having burned it up. Frost did not hurt it as it was well cooked before that. A lot of wheat is being sowed. In some fields the ground is already covered. Our wheat is of low protein content, and we are giving a few farmers who have high protein wheat a premium of 5 cents per bushel.—Chas. Harber, Superior Milling Co.

OHIO.

Tiffin, O., Oct. 8.—Our wheat crop was above the average, threshing an average of 29½ bus. to the acre. Oats are of the very best, testing 35 to 38 lbs. and averaging 64 bus. to the acre. This has been the first year for some length of time that our percentage of No. 2 wheat went below 60. About 95% of the wheat is testing 61 to 63 lbs., with 13% to 13½% moisture. The possibilities for a fair yield of corn are ex-

Government Crop Report.

Washington, D. C., Oct. 9.—The Crop Reporting Board of the Department of Agriculture makes the following forecasts and estimates:

Crop.	Total production in million bu.		Yield per acre.		Acreage, 1924.*
	1924.	Harvested, 1923.	Forecast, 1924.	1923.	
Winter wheat....	589	572	16.0	16.0	36,898
Spring wheat....	266	213	15.7	16.920	16,920
All wheat.....	856	786	15.9	15.9	53,818
Corn.....	2,459	3,046	23.3	23.3	105,604
Oats.....	1,509	1,300	36.3	36.3	41,625
Barley.....	201	198	26.6	26.6	7,558
Rye.....	65.8	63.0	15.2	15.2	4,337
Buckwheat.....	15.1	13.9	19.0	19.0	794
Flaxseed.....	29.2	17.4	8.6	8.6	3,375
Rice.....	32.3	33.3	35.9	35.9	899
Hay, tame, tons..	95.1	89.1	1.56	1.56	61,020
Hay, wild, tons..	14.1	17.5	0.94	0.94	15,014
Grain sorghums..	129	106	23.7	23.7	.....

*In thousands (i. e., 000 omitted.)

SPRING WHEAT.

Yield per acre.	Total production in thousands (i. e., 000 omitted.)		Harvested, 1923.
	1924.	10-yr. av.	1923.
Minn.	21.8	12.7	31,348
N. D.	15.5	10.2	115,258
S. D.	14.9	11.4	34,642
Mont.	15.5	13.6	42,424
Idaho	21.0	23.5	12,180
Wash.	8.5	15.8	8,500
U. S.	15.7	12.2	266,456

OATS.

Yield per acre.	Total production in thousands (000 omitted).		Harvested, 1923.
	1924.	10-yr. av.	1923.
N. Y.	36.0	32.4	32,940
Penn.	36.0	33.4	36,648
Ohio	41.0	34.9	62,771
Ind.	37.0	32.8	65,638
Ill.	39.3	36.8	160,816
Mich.	42.0	33.0	63,546
Wis.	40.0	38.1	103,600
Minn.	43.0	33.8	183,438
Iowa	43.0	37.2	242,477
Mo.	27.5	26.0	41,745
N. D.	34.0	24.2	93,364
S. D.	37.0	32.3	90,354
Neb.	31.4	31.0	77,118
Kan.	26.5	26.0	40,874
Tex.	34.0	26.7	48,994
U. S.	36.3	31.9	1,509,409

CORN.

Condition October 1.	Production in thousands (000 omitted).		Harvested, 1923.
	1924.	10-yr. av.	1923.
Penn.	67	87	48,556
N. Car.	62	84	38,750
Ga.	70	82	50,697
Ohio	54	84	90,651
Ind.	56	82	115,222
Ill.	69	78	279,819
Wis.	62	81	67,049
Minn.	58	82	111,744
Iowa	67	85	337,027
Mo.	73	74	182,551
S. D.	64	85	103,690
Neb.	72	77	208,936
Kan.	75	56	148,578
Ky.	73	85	71,306
Tenn.	69	83	67,785
Ala.	65	77	44,317
Tex.	55	71	78,984
Okla.	75	59	73,440
U. S.	65.3	78.4	2,458,809

FLAXSEED.

Condition October 1.	Production in thousands (000 omitted).		Harvested, 1923.
	1924.	10-yr. av.	1923.
Minn.	93	83	7,048
N. D.	80	71	15,554
S. D.	87	84	3,744
Mont.	83	59	2,016
U. S.	83.8	71.5	29,160

ceptionally good at this time. Another week without severe frost will make the corn raise one to be envied.—F. C. Sparks, mgr. Tiff Farmers Exchange Co.

TEXAS.

Leonard, Tex., Sept. 22.—The grain crop here is a failure.—N. W. Rogers Grain Co.

Hale Center, Tex., Sept. 26.—Wheat was good in both yield and quality this season. Mail and kafir are good but both will be stained, due to recent rains.—Porter Elevator Co.

Washington, Oct. 8.—The condition of the cotton crop on Oct. 1 was 53.5 per cent of normal, as compared with 55.4 on Sept. 1, 1924, 59.3 on Sept. 1, 1924, 49.5 on Sept. 2, 1923, and a ten-year average condition of 62.3 on Aug. 25, and 56.1 on Sept. 25.

Chicago, Ill., Oct. 10.—Weather conditions have been favorable for the maturing of corn. Much corn froze thruout the corn belt. Damage has been variable, but chiefly confined to low lands. Frosts have stopped the growth of corn and the crop is maturing in a more or less spotted manner. Much of it will have to be sorted over. Considerable activity is taking place in harvesting corn for silage and in cutting and shocking it for roughage. Soil preparation for small grains is going on rapidly all thru the country. Early sown winter wheat is up in many sections and is looking fine.—American Steel & Wire Co.

Chicago, Ill., Oct. 1.—Corn acreage 104,860,000. Condition about the same as last month, 65.9%. Yield 23.43 bus. Production 2,456,000,000. The promise in million bus. by states is as follows: Nebraska, 205; Iowa, 348; So. Dakota, 99; Missouri, 185; Kansas, 145; Minnesota, 111; Illinois, 276; Indiana, 102; Ohio, 82. Except in relatively small areas frost has not yet killed the stalks. Temperatures of 30 degrees or lower, similar to those recently registered in parts of Iowa, Nebraska, and north, would do more serious damage to the less mature crop in Illinois, Indiana, Ohio and the east. Curing weather between frost and harvest is to be an unusually important factor. Indicated yields from harvest returns of spring wheat average 15.3 bus. per acre, compared with 14.2 last month. Production will be about 258,000,000 bus. The oat crop will not be far from 1,500,000,000 bus. and barley about 198,000,000.—R. O. Cromwell, Lamson Bros. & Co.

European Wheat Crop in Poor Condition.

Liverpool, Sept. 23.—The weather in this country shows little or no improvement. During the past week rains have been general in all parts, and harvesting has made but slow progress. Cutting is now mostly complete in the South and Midlands, but much carting still remains to be done. Complaints of rotting in the fields are by no means infrequent. In the northern counties and in Scotland many fields are still uncut and these will be difficult to harvest, as lodging is very extensive. There are several instances of the binder being bogged whilst at work, owing to the soft state of the land, and it is many years since the scythe has had to be so freely used. The quality of the crops, it is much to be feared, has deteriorated considerably during recent weeks. We have received very unfavorable accounts of recent deliveries of new wheat. A sample from Lincolnshire is badly weathered with a musty smell, and is considered quite unfit for milling. Other reports received from South of England describe the quality as exceedingly poor.

Wheat values are being maintained by continued reports of crop damage in Western Europe and the slow movement of the Canadian crop. Information received during the past week leaves no doubt about the poor quality and conditions of much of the home-grown supply of the chief importers of Western Europe. Paris reports say that much of the wheat of the northern, eastern and western regions of France is sprouted or mouldy, and farmers in these parts have to buy their supplies in other departments, where better crops were obtained; the German government have issued a report describing the position of the crops still lying out in the fields as most critical, and in parts 50 per cent of the harvest

is still uncared—much of the bread grain is said to be quite unfit for milling, or else it is so poor that the flour yield will be very short; with regard to the English crop, millers write us that some wretchedly poor lots are now being delivered, the wheat being badly weathered and musty.

The general outlook for exporters' supplies has certainly improved recently, but the prospective available total is too close to the estimated requirements, for the position to be comfortable for buyers. Then we have to consider the possibility that the requirements may exceed the estimates, which latter were made on the assumption that importers' crops would be harvested in good milling condition, whilst, unfortunately, we now know that although the crops of France, Germany, United Kingdom and Scandinavia may bulk as large as expected, yet from a milling standpoint, the returns are distinctly below expectations.

The heavy American shipments reported this week are very good evidence of the reality of the large supplies there, and there can be no reasonable doubt that importers will get the wheat they need this side of Christmas, even allowing liberally for extra requirements, owing to poor home crops; but the demand, we fully expect, will be large, and there will be many buyers, a state of things which almost invariably means firm and advancing markets.—*Corn Trade News.*

Illinois Corn Not as Good as Expected.

The report of B. W. Snow for Oct. 6 says: "Saturday and Sunday, for the fourth time in eight weeks, I covered the territory, Chicago, Danville, Champaign, Decatur, Bloomington and Pontiac, which includes the best corn crop in Illinois this year. Approximately 75% of the corn has been frosted sufficiently to kill the stalk, with only a small amount that is still entirely green and growing. Very little corn has fully matured and stalks are being hand picked in an effort to secure grain mature enough to do for seed next year."

The bulk of the crop was between milk and soft dough and this is drying out satisfactorily, but making a sample light and chaffy.

The striking characteristic of this crop is the almost complete failure of stalks to set a second ear or nubbin even in the very best fields. On fully 90% of stalks the second, or bottom ear, which previously I have characterized as "wilted," now is a mass of husk enclosed rot where the embryo cob has decayed. I have never before seen anything like it, and this at one stroke reduces the yield fully 1/3 from what would be the result in an average year when a large percentage of stalks carry a second ear or at least an appreciable nubbin.

In my judgment the crop in all the section visited will not husk out a yield equal to the minimum expectation heretofore assumed.

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Ft. Worth, cars	97	83	16	5
Baltimore, bus.	428,135	6,280	179,868	.....
Chicago, bus.	1,748,000	979,000	732,000	370,000
Duluth, bus.	5,498,027	1,563,259	4,366,904	982,398
Ft. William, bus.	2,363,919	.....	2,288,485	.....
Kans. City, bus.	54,000	441,000	57,400	96,200
Milwaukee, bus.	2,336,000	1,191,320	988,184	395,135
Minneapolis, bus.	3,912,530	2,417,480	3,037,640	1,721,710
New York, bus.	2,688,000	.....	1,480,000	.....
Omaha, bus.	139,200	171,200	150,400	104,000
Peoria, bus.	72,800	139,200	33,600	173,400
Phila., bus.	132,252	3,452	132,252	.....
St. Joseph, bus.	3,500	15,750	7,000	7,000
St. Louis, bus.	116,800	183,600	43,120	72,250
Superior, bus.	5,197,269	1,419,038	3,808,646	830,602
Toledo, bus.	2,400	4,800	.....	.....
Wichita, bus.	31,200	94,800	2,400	94,800
Winnipeg	*2,786	.....	4,011,840	.....

*Cars.

PALMYRA, PA.—Elmer E. Hartman, aged 53, miller at the Curry Grist Mill, died from injuries sustained when his clothing was caught in a shafting.

MINNEAPOLIS, MINN.—The Gold Medal Broadcasting station was formally opened on Oct. 1. John Crosby, pres. of the Washburn-Crosby Co., made the opening announcement at 7 p. m., officially declaring WLAG "in the air."

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Ft. Worth, cars	1,344	513	619	867
Baltimore, bus.	2,281,383	819,249	1,575,118	675,173
Chicago, bus.	15,056,000	6,201,000	16,269,000	6,796,000
Duluth, bus.	16,513,160	8,818,782	9,904,306	5,759,698
Omaha, bus.	5,136,000	2,676,800	4,995,000	1,209,600
Ft. William, bus.	10,514,528	.....	9,910,508	.....
Galveston, bus.	4,817,050	100,000	4,678,050	.....
Indianapolis, bus.	492,000	471,000	230,000	392,000
Kansas City, bus.	11,654,550	5,941,350	1,030,850	3,260,250
Milwaukee, bus.	2,234,400	387,700	2,240,542	162,533
Minneapolis, bus.	19,947,280	16,352,850	8,152,870	5,713,950
New York, bus.	7,518,300	.....	5,318,000	1,184,504
Peoria, bus.	308,950	195,150	312,900	142,800
Phila., bus.	2,560,715	875,298	2,068,535	.....
St. Joseph, bus.	1,484,000	819,000	522,200	357,000
St. Louis, bus.	5,567,205	3,028,986	4,141,700	2,962,030
Superior, bus.	7,781,221	4,815,419	5,257,793	2,556,440
Toledo, bus.	1,721,000	639,400	932,615	167,330
Wichita, bus.	2,932,800	1,202,400	1,971,600	400,800
Winnipeg	*13,421	.....	17,742,562	.....

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Ft. Worth, cars	4	.....	3	.....
Baltimore, bus.	601,826	24,121	219,794	25,713
Chicago, bus.	648,000	228,000	323,000	376,000
Duluth, bus.	11,228,437	3,097,783	10,611,171	2,403,368
Ft. William, bus.	1,670,572	.....	1,623,173	.....
Indianapolis, bus.	76,000	70,000	26,000	59,000
Kans. City, bus.	57,200	64,900	44,000	20,900
Milwaukee, bus.	349,505	110,370	502,610	83,720
Minneapolis, bus.	1,577,490	1,391,870	4,528,670	184,980
New York, bus.	3,086,500	.....	2,400,000	.....
Omaha, bus.	165,200	175,000	172,200	119,000
Peoria, bus.	83,600	10,000	50,400	4,800
Phila., bus.	377,112	17,000	319,445	.....
St. Joseph, bus.	18,000	4,500	.....	1,500
St. Louis, bus.	126,100	59,400	91,970	27,160
Superior, bus.	5,286,664	2,260,112	4,845,803	958,977
Toledo, bus.	80,400	32,400	15,835	84,340
Wichita, bus.	1,200	.....	16,800	.....
Winnipeg	*1,375	.....	1,881,000	.....

*Cars.

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Ft. Worth, cars	225	189	80	69
Baltimore, bus.	664,057	206,621	290,513	.....
Chicago, bus.	16,092,000	6,920,000	4,512,000	5,368,000
Duluth, bus.	9,411,816	529,393	2,796,718	179,161
Ft. William, bus.	1,429,441	.....	2,301,001	.....
Indianapolis, bus.	1,464,000	1,606,000	1,430,000	1,274,000
Kansas City, bus.	1,035,800	1,837,700	291,000	839,000
Milwaukee, bus.	4,155,800	2,731,200	1,814,407	2,397,236
Minneapolis, bus.	12,789,580	4,587,190	1,151,660	1,794,710
New York, bus.	3,439,000	.....	1,066,000	.....
Omaha, bus.	2,380,000	2,042,000	1,208,000	2,206,000
Peoria, bus.	1,392,200	1,136,600	677,050	947,950
Phila., bus.	689,697	185,513	371,888	.....
St. Joseph, bus.	328,000	280,000	60,000	110,000
St. Louis, bus.	3,012,000	3,184,320	2,398,760	2,312,720
Superior, bus.	4,748,729	357,508	2,169,719	2,707
Toledo, bus.	1,527,250	492,000	681,895	309,000
Wichita, bus.	15,000	90,000	4,500	80,000
Winnipeg	*1,077	.....	2,101,227	.....

*Cars.

SENATOR DIAL of South Carolina has announced that he will try to stop the inauguration of trading in cotton on the Chicago Board of Trade, alleging that such trading would demoralize the market, with deliveries so far off as Houston and Galveston. In this the Senator is most illogical. Not a pound of cotton is grown in New York state, yet New York City has a great cotton market. It may be news to the Senator, but Illinois grows cotton, and the Illinois Cotton Growers Co-Operative Ass'n was organized last week by the Illinois Agricultural Ass'n. Why should not the cotton growing state of Illinois have a cotton market?

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Wilsall, Mont., Sept. 23—Not much grain is moving here as yet.—A. W. Anderson, agt. Strauss & Co., Inc.

Big Increase in Fort Worth Inspections.

The Grain Inspection Dept. of the Fort Worth Grain and Cotton Exchange reports that during September it inspected 2,658 carloads, against 1,520 during the same month of 1923.

Total number of cars inspected during first nine months of 1924 was 23,826, compared with 13,495 during the first nine months of 1923, which shows a gain of 10,331.

A few cars of heads are arriving and they seem to be in good condition. The few cars of snap corn inspected last month were in good condition. However, this corn was shipped from the south.

Embargo Shipments to the Head of the Lakes.

Duluth and Superior have been piling up unprecedented records in handling grain. On Sept. 27 arrivals surpassed other high marks in the Duluth market with 1,934 cars in 24 hours. Sept. 29 arrivals were 3,458 cars of all grain; 1,992 of which were wheat. During the week ending Sept. 27 Duluth elevators received over 12,250,000 bus. of all grains and loaded out about 10,000,000 bus.

On Sept. 29, Duluth-Superior elevators reported unloading 3,258,000 bus. of grain and shipping out 1,404,000 bus. The elevators could not raise these shipping figures because all of the boats were loaded.

Receipts for the month at Duluth and Superior totaled 44,533,080 bus.—a record unequalled in the history of trading at the twin ports. Total shipments amounted to 29,029,849 bus., another high record. The month's shipments showed a gain of 19,097,522 bus. over September, 1923, and 24,531,397 bus. over August, 1924.

Sept. 30 the Joint Terminal Grain Com'te of the Northwest Regional Advisory Board decided an embargo alone could stop the flood of grain. It recommended such a move to the railroads entering the cities. At noon on Oct. 1 the embargo went into effect, to remain for probably a week. Extra boats have been diverted to the Duluth-Superior docks, and with their help the elevators are rapidly relieving the congestion.

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Baltimore, bus.	34,246	53,530	.....	.....
Chicago, bus.	10,674,000	7,890,000	4,207,000	4,506,000
Duluth, bus.	153,841	3,848	331,000	.....
Indianapolis, bus.	1,312,000	1,254,000	945,000	856,000
Kansas City, bus.	675,000	711,250	541,250	461,250
Milwaukee, bus.	1,048,440	1,737,580	604,943	1,487,531
Minneapolis, bus.	730,810	293,150	364,270	128,980
New York, bus.	591,605	.....	3,000	.....
Omaha, bus.	2,102,800	1,051,400	2,212,800	1,170,400
Peoria, bus.	1,583,800	1,496,000	918,150	1,054,750
Phila., bus.	35,270	33,351	.....	.....
St. Joseph, bus.	1,023,000	747,000	639,000	594,000
St. Louis, bus.	2,149,000	2,406,714	1,235,510	1,473,980
Superior, bus.	150,391	13,122	160,000	.....
Toledo, bus.	182,500	147,500	6,330	11,280
Wichita, bus.	70,800	81,600	46,800	60,000
Ft. Worth, cars	60	58	21	39

BUFFALO, N. Y.—What was probably the largest cargo of grain ever moved from the head of the lakes to the east was that of 608,000 bus. of oats loaded at Superior, Sept. 18, on the W. C. Amberg, of the Hanna line, and moving to Buffalo, consigned to the Cargill Grain Co. Yielding 50 bus. to the acre it would take 12,160 acres to produce the cargo. The boat has been tied up in the harbor here and may be held until next spring.

Collapse of Louisville Brick Tanks Due to Lack of Reinforcing

To the average owner of a fire proof grain storage plant it does not make much difference whether the plant is wrecked by an explosion of grain dust or by a collapse so long as the plant is in ruins, because most elevator owners do not carry insurance against either explosion or collapse, and a loss from either cause is all their own.

One of the most complete failures of grain storehouses yet recorded is that of the Wathen Milling Co., at Louisville, Ky., on the morning of August 27th, illustrated herewith. This plant consisted of two rows of four cylindrical storage tanks, and three unusually large interstice bins placed between the mill and the working house. Each of the eight cylindrical tanks was isolated; no one came in direct contact with any other cylindrical tank, but adjacent tanks were joined by 19 inch brick walls near the outside periphery as is clearly shown by our engravings of the plan. The two inside tanks of each row of cylindrical tanks were joined with the two inside tanks of the parallel row by a 19 inch partition well formed of heavy paving brick. Each of the cylindrical tanks was 79 feet 7 inches high from top of hopper bottom, by 15 feet 10 inches in diameter, the brick wall being 19 inches thick up 43 feet 7 inches, the next 30 feet of this wall was but 13 inches thick and the remaining 6 feet was 19 inches thick. A peculiar construction for such heavy masonry.

Three large interstice bins were formed by connecting the cylindrical tanks with 19 inch brick walls as shown in the plan. These bins were 34 feet 11 inches across and about the same dimension lengthwise of the storage house.

The plant was built as a corn milling plant by R. E. Wathen & Co. about four years ago. Good quality paving of bricks and strong mortar were used in the construction, but the ruins do not disclose very much reinforcing. With such heavy walls reinforcing may not have been considered necessary, but if they had been amply reinforced they would still be standing. The general impression locally seems to favor the idea of a weak foundation as the plant is located on swampy ground that had been filled. The windows of no part of the plant were broken out and the accumulation of fine grain dust on ledges and walls seems not to have been disturbed recently so no evidence is found in support of the theory that the collapse was caused by an explosion of grain dust. The collapse made considerable noise, but there was no evidence of fire and no one was injured. No part of the conveyor galleries was blown up as would have been likely had an explosion of grain dust occurred. The paving brick were of good quality and the masonry work was unusually strong in that large sections of the wall have fallen to the earth and remained intact, as is clearly shown by the illustration on our front cover. No one who has examined the plant has presented evidence that it was wrecked by a dust explosion.

Ballard & Ballard Co. who were using the elevator for storing surplus wheat carried fire insurance on its grain, and its policy carried a rider protecting it against loss by dust explosion, but the manager of the Ballard Co. insists the tanks were wrecked by a collapse and does not credit the dust explosion theory. The owners of the grain tanks carried no fire insurance.

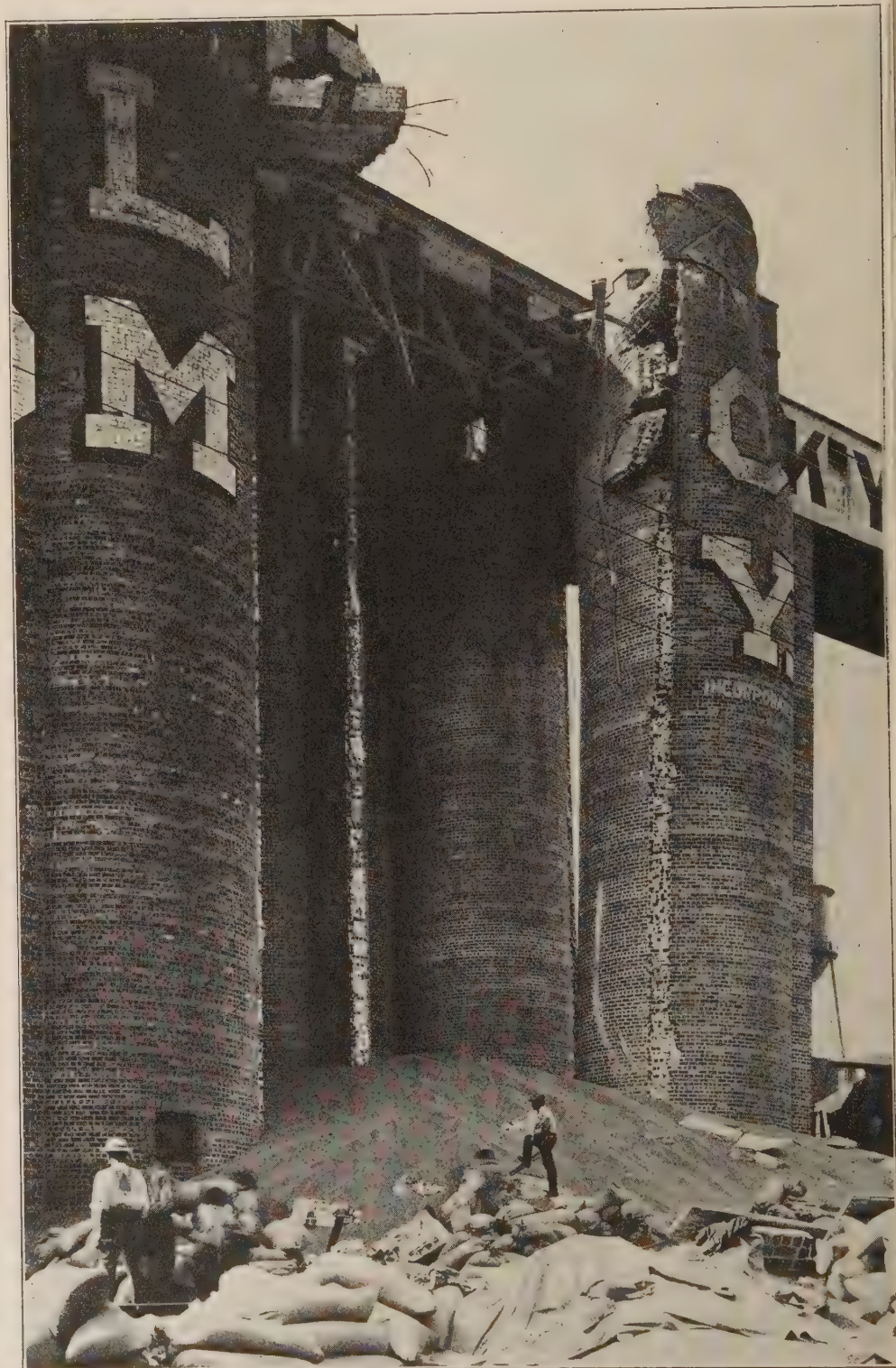
The tanks which remain standing are not likely to be entrusted with the storage of more wheat and the corner cylindrical bin No. 10, looks as though it could not withstand a strong wind.

The walls of the structure were of themselves unusually heavy and this year's wheat is also very heavy, so while the contention of local men that the collapse was due to a weak foundation seems creditable, the absence of strong reinforcing was more to blame than anything else.

The tanks were constructed alongside of the main line tracks of the I. C. R. R. over which heavy trains ran frequently, but if the store-

house had ample support the jarring should not have caused any damage to the walls.

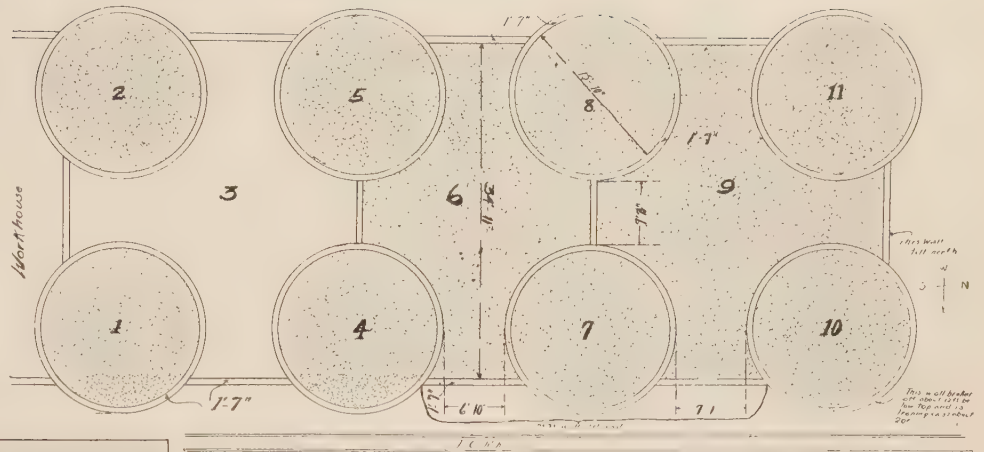
When the collapse came all of the bins were full of wheat except interstice bin No. 3 and wheat was leaking into it from interstice bin No. 6. The operators had just started to draw wheat from bin No. 10 when cylindrical bin No. 7 and the straight walls connecting it with bins 4, 8 and 10, also the straight wall connecting bins 10 and 11 fell out with a loud noise and spilled wheat, brick and mortar all over the adjacent landscape. The wall connecting bin 7 with 8 was 7 feet 2 inches; the wall connecting bin 7 with bin 10 was 7 feet 1 inch and the wall connecting bin 7 with bin 4 was only 6 feet 10 inches. As is clearly shown by the photographs reproduced herewith, little remains of bin 7 or the



Where the Two Interstice Bins 6 and 9 and Cylindrical Bin No. 7 Fell Out of Wathen Milling Co.'s Elevator at Louisville, Ky.

walls connecting it to the adjacent cylindrical bins. Bin 10 is badly broken, leans 20 inches to the east, and appears to be beyond repair. All bin bottoms were hoppers and constructed of concrete.

Men inexperienced in designing and constructing grain storage houses owe it to themselves and their patrons to call in the services of engineers who have specialized in this line of structures before expending large sums of money in the construction of grain storage houses which are doomed to collapse even before anything is put into them. Most of the successful brick grain storehouses have been generously reinforced and built compactly. Doubtless if the cylindrical tanks of this plant had joined one another at their periphery, and been well reinforced they would have held together even though the foundation did settle



Plan of Collapsed Elevator at Louisville, Ky.

a little. But with the tanks far apart and meager reinforcing, even a small settlement was sure to result in a collapse of the long walls connecting one tank with another.

Grain dealers generally will watch with interest all convincing evidence regarding the real cause of the collapse. The property appears useless as it stands and doubtless no other grain handler will care to entrust his property to these brick bins without they are well reinforced before he starts to pour grain into them.

Salting Soft Corn.

Frost has caught considerable soft corn this year. Unless precautions are taken in preserving it untold amounts will become hot and moldy and be wasted.

Salt is generally considered a good preservative, where drying facilities are unobtainable, and will do wonders for turning corn that would otherwise be wasted into good feed.

In experiments carried on in Whiteside County, Ill., some time ago, 2 to 2½ barrels of salt were used to each 1,000 bushels of ear corn. The salt was sprinkled on the grain as it went into the crib.

Heating was prevented by this method, according to the claims of the experimenters. The corn remained wet and sweet all through the winter. With the first warm weather it began to dry out and when taken from the crib was free from mold and rot, dry as a bone and bright as when it was cribbed. Of course some weight was lost due to the salt drawing the moisture out of the grain.

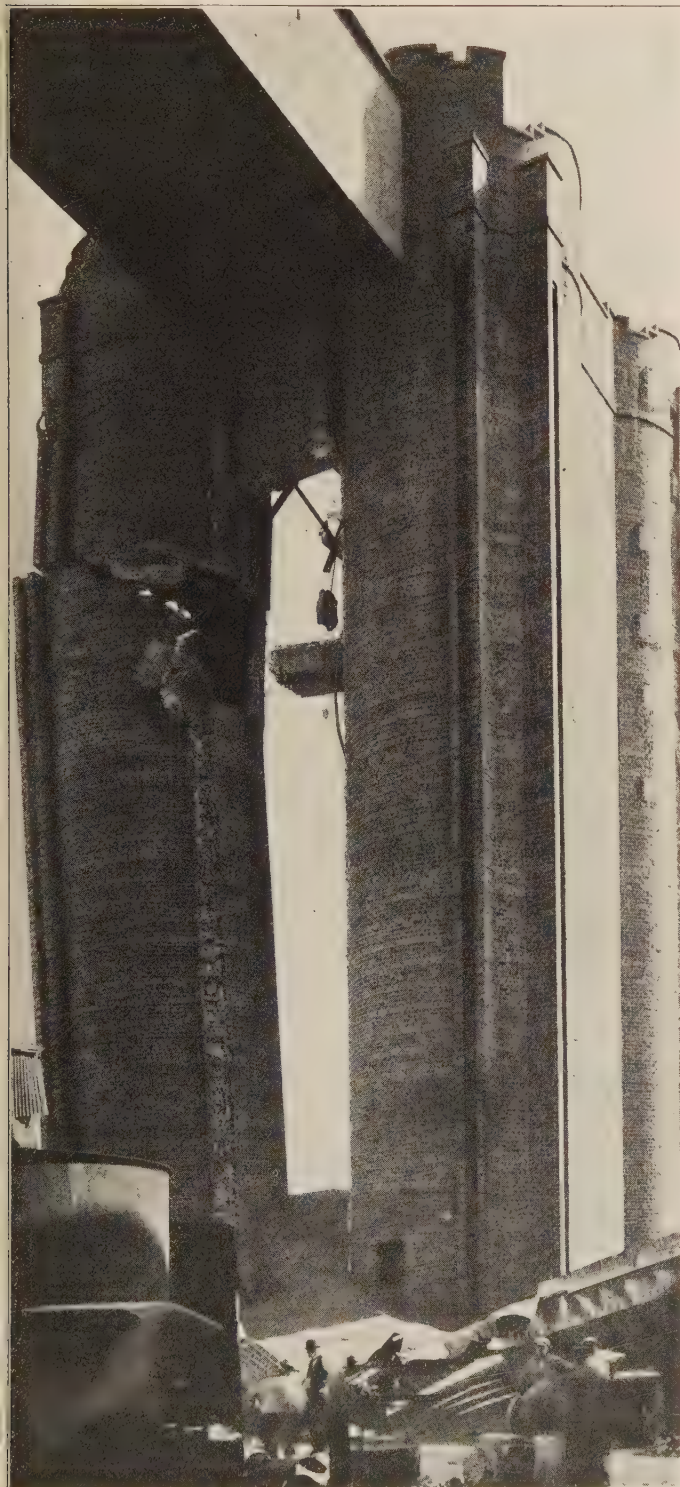
Prof. H. D. Hughes, of the Iowa State Experiment Station, says that while the salting of soft corn is not considered a "cure-all," the use of from ½ lb. to 1 lb. to each 100 lbs. of the grain will prove beneficial in preventing molds and heating.

After throwing a layer of freshly gathered soft corn into the crib to the depth of from 1½ to 2 feet, scatter the salt rather evenly over the surface in the proportion above mentioned. Repeat this process for each 2 feet of corn added.

Elevator operators with insufficient, or no drying facilities, will find it to their advantage to have on hand several barrels of salt.

A good drier should pay for itself in a short time on soft corn.

LIVERPOOL, ENG.—Liverpool has excellent facilities for the rapid unloading of grain and grain products from arriving vessels. The steamer "Majestic," from Novorossisk, arrived at the port on Sept. 5. In 12½ working hours it discharged 4,900 tons of maize by means of the pneumatic suction elevator at the south side of the Alexandra Branch Dock No. 2. Unloading was done at the rate of 14,200 bus. per hour.



Broken Bin No. 10 to Left. Opening left by Fallen Interstice Wall. [See facing page.]

Futures and Options in the Grain Market

By Prof. Arch B. Clark of the University of Manitoba

Amongst the forces, real or imaginary, which are said to rob the grain grower of Western Canada of the fruits of his labor, the manipulation of prices on the Winnipeg Grain Exchange is commonly assigned a prominent place. Time bargains in grain, or, in other words, speculative dealings in "futures" generally but inaccurately styled "gambling," are the leading cause of the distrust and dislike of the Grain Exchange so prevalent amongst the farmers.

The view commonly held appears to be that, during the period immediately following harvest, dealers on the exchange speculate for a fall in the price of grain, with the express if unavowed intention of bringing about that fall. They "sell short" in order to produce a glut and a fall in price, with the expectation of being able to buy at this lower price before the date for delivering arrives. Thus the method of dealing in futures, it is held, provides an effective device for defrauding the grain grower of his legitimate reward.

Many millions of bushels of fictitious or non-existent wheat are in the autumn sold on the exchanges for future delivery, and the pressure of these sales, it is said, forces down the price for cash sales of wheat for immediate delivery, and that, too, just at the time when the farmers, having their debts to meet, are forced to sell. The farmers, we are told, being too poor to hold their wheat, are compelled by circumstances to dump their wheat on an already flooded market and receive the lowest possible price; whereas, according to Aaron Sapiro, "under the co-operative method such dumping would not be necessary," the wheat "should be held and not delivered to the market at a faster rate than one-twelfth per month during the year."

Such and so great is the evil, such and so simple the cure.

I submit that this reasoning is wholly fallacious, based as it is on a complete misapprehension of the facts; the causes that determine the price of wheat, the origin and functions of the grain exchange, and the actual effects of hedging and speculation in futures. The proposed remedy too is not to be regarded as a harmless pill, but rather as a highly risky compound, the prescribing of which would seem to mark the physician as a quack and a reckless gambler.

The market in futures: The speculative market in grain, with its "futures" and "options," is really the outcome of the revolutionary changes in transport and communication which, within the last three-quarters of a century or so, have substituted for the local market, with its known conditions of demand and supply, the world market with varying and uncertain forces, in which the price of grain in Winnipeg, say, is determined from day to day by the ever changing forecasts as to the conditions of demand and supply throughout the world.

Wheat is grown in all parts of the world, and the harvests take place during ten months of the year. Add to this the great portability of wheat under modern conditions, and it is clear that its price is no longer locally determined, but is subject to unforeseen fluctuations, due to sudden developments in far off countries.

Even if Western Canadian wheat is superior to all other, it represents only a fraction of the supply in the world's market, and the notion that we can control the price by controlling the flow of our grain to the market, limiting it to one-twelfth per month, is simply fantastic.

The price of wheat, like that of every other commodity, is determined by the relation between demand and supply in the market; and any attempt of a pool or combine to raise the price of our wheat above its natural level compared with that of other varieties of wheat in the market, will at once lead to a contraction of demand for it. Thus the vision of Sapiro at Brandon, "A committee in Liverpool dictating the price the farmer must receive for the greatest commodity in the world," is but an idle dream.

The Risk Bearers: It is the greatly increased uncertainty, or risk of price fluctuations, consequent on the development of the world market, that, by a process of division of labor, has created in the produce markets, such as the cotton market and the grain market, a new industrial class; the speculators or specialists in risks, organized in the exchanges. This risk-bearing class, itself the outcome of market fluctuations, provides a *continuous market*, ever ready to meet the wants of producer and consumer, of farmer, elevator company, merchant or miller.

This economic service, the maintenance of a continuous market, is rendered possible only by dealings in futures. All such dealings are indiscriminately described as "speculation," which in turn is popularly identified with gambling. To a great extent, it is true, speculation in the strict sense of the term prevails in the future market. In other words, the dealers "sell short" or "buy long" simply with a view to profiting from price fluctuations. But to a very considerable extent also dealings in futures are protective or "hedging" sales or purchases, transactions akin to insurance against the risk of loss that might otherwise result from contracts or transactions in the cash market, by reason of fluctuations in price.

Hedging on the grain exchange is simply a device by which the holder of wheat seeks to protect himself against the risk of loss resulting from an actual sale or purchase, through fluctuations in price, by balancing against it an equivalent purchase or sale for future delivery.

The operator of a country elevator, for example, in buying from a farmer, seeks to protect himself against loss through a fall in price by selling on the exchange an equal amount for future delivery, and the price he pays the farmer will be largely governed by the price he can secure for the sale of the future, being in fact, less than the latter by the amount of the storage, transport and carrying charges. In meeting his future sale, the elevator operator may either make delivery of the actual grain, or he may sell it for cash and purchase a future wherewith to meet his contract. The purchaser from the elevator company again hedges in a similar manner and so on down the line, till the wheat is sold to the miller.

The farmer himself, indeed, may sell for future delivery, and meet his contract in either of the ways above indicated. Or he may sell his grain after harvest for cash to meet his liabilities, and at the same time secure the benefit of any expected rise in price by buying a future on the Winnipeg Grain Exchange, paying only the necessary margin. The practice of dealing in futures on the part of the grain growers is steadily increasing, and is clearly, within limits, a perfectly legitimate form of protection.

The miller avails himself of the opportunity of a "hedge" on the futures market to secure future delivery at a fixed price of the wheat he expects to require in his busi-

ness. He thus protects himself against the risk of a rise in the price of his raw material, and is free to devote himself to his business, knowing more nearly the basis on which he can contract for future deliveries of his finished product, flour. Further, by a hedging sale of "a future" on the exchange, he can protect himself against the risk of a fall in the price of wheat after he has made his purchase and before he is ready to sell his flour in competition with that made from possibly cheaper wheat. If the price of wheat goes up he gains on his flour, but loses on his wheat futures; if the price of wheat falls he loses on his flour, but gains an approximately equal amount on the sale of the wheat future.

In most cases, in the settlement of transactions in futures, actual delivery is not called for. The seller of the "future" simply pays the buyer the excess of the market over the contract price, or receives from him the amount by which the contract price exceeds the market price. Those who wish to make and those who wish to receive actual deliveries are brought together by the organization of the clearing house.

The Greatest Speculator: It thus appears that the market in futures, which is commonly regarded as exclusively a speculative market, really provides in the "hedge" an effective means, and one extensively used, of avoiding speculation. So common has the practice of hedging become that the elevator company, the wheat merchant, or the miller who does not protect himself as far as possible against the risk of an adverse movement in price, by hedging, is with reason regarded by his fellows as extraordinarily reckless. It has been truly said that "paradoxical as it may sound, the man who avoids the speculative market is the greatest speculator of them all." (H. C. Emery in *Economic Journal*, Vol. 9, P. 48.)

Thus by the device of dealing in futures with its utilization for "hedging" purposes speculative risks are as far as possible shifted to a special class, and the corresponding speculative profits are the compensation received by them for the performance of this economic service.

The profits of speculation, it should be observed, in the wheat market as in other fields are on the average far lower than is commonly supposed. For, as Adam Smith reminds us, "The overweening conceit which the greater part of men have of their own abilities," and "their absurd presumption in their own good fortune" lead to a great overvaluation of the chance of gain in risky ventures. The few who succeed, too, remain and are conspicuous, but the many who fail disappear and are forgotten.

To sum up, then: it appears that the speculative market in futures renders possible the "hedging" by which business men, who wish to avoid the risks of speculation, are enabled to protect themselves against the risk of loss from future fluctuations in price.

If those who operate the wheat pool avoid the market in futures and fail to "hedge," they do so only by throwing on the farmer the risk which under the present system is thrown on the broad shoulders of the speculators. Under favorable market conditions they may possibly succeed, but on an average of years they are likely to fail and to fail disastrously.

Is it not a striking commentary on our educational system that huge and representative audiences are found to applaud a speaker when he asserts, "Without any sort of limitation, that the hedging of wheat is the worst curse that the farmers of Manitoba have to face. It has done more to depress the price of wheat in the fall than any other single thing, except the farmers' eagerness to sell and their individual dumping."

Individual selling in the open market in which there is one price, has, of course, nothing to do with dumping. There is "dumping," in the economic sense, only when, having sol-

all you can at a good price in a closed or protected market in which you have a monopoly, you avoid the need of breaking your home price by selling your surplus abroad at the price in the world's market, even if that is less than your cost price.

I have always observed that men conscious of the weakness of their argument are prone to bolster it up by the use of question-begging terms, especially if they have a disagreeable suggestion. It is a trick apt to be effective with the multitude, for, as Bacon said, men imagine that their reason governs words whilst in fact, words react upon the understanding.

Pure Speculation: Apart, however, from extravagances such as that quoted, there are many who admit the economic advantages and even the necessity of hedging, and who would nevertheless have government interfere to prohibit entirely, or penalize by taxation, *pure speculation*. But you cannot destroy or hamper the latter without also destroying or hampering the former. It cannot be too clearly understood that the existence of an active, purely speculative market is an essential prerequisite of successful hedging.

In any purchase and sale of grain for future delivery, both parties to the transaction may be hedging, or both speculating in the strict sense, or one may be hedging and the other speculating. Now, even if it were possible to determine in each case the motive of the dealer, surely a very difficult feat, and an obviously impossible one in the case of orders from outside markets, and to prohibit or penalize by taxation pure speculation, we should simply have so restricted the market, by driving out the risk-bearing specialists, as to render the arrangement of a successful "hedge" a very difficult and rare achievement.

It may suffice in this connection to think of the plight of the elevator operators forced to hunt about for hedging purchasers to take up their enormous hedging sales in October and November. At other seasons, the buyers of hedges might be in the majority, and thus find themselves in a similar plight.

It is in meeting such situations, by equating demand and supply, that the purely speculative dealer has a legitimate and beneficial part to play. He furnishes that continuous market which enables the farmer, the actual grain merchant, the warehouse-man, the miller each in turn, to free himself from the risk arising from fluctuations in price. It follows that to prohibit, or penalize by taxation, speculation in grain futures would mean to destroy or weaken the continuous market for hedging.

Speculation Steadies Prices: Further, not only does the existence of pure speculation provide a continuous market, it tends, contrary to the common opinion, to keep prices steadier than they would otherwise be. It helps to distribute the supply more evenly throughout the year, thus lessening the extent of the fall at one time and the rise at another. The selling of futures, far from depressing the price after harvest, really tends to spread the supply over a longer period, and thus to check the tremendous fall in price which would inevitably take place in the autumn.

Those who speak of speculation in futures depressing the price after harvest overlook the fact that successful speculators look for very small profits on each transaction, and to reap that profit the seller of futures must also sooner or later buy. Thus a very slight fall turns the "bear" into a "bull."

The existence of the future market, in fact, makes it possible for the farmer to get as good a price by selling his crop in the fall as by holding to the spring, allowing for cost of storage. The United States Industrial Commission, after a full hearing of all the arguments, found that "prices prevailing at the time when producers dispose of the greater part of their products are greater in comparison to the rest of the year than they were before the advent of modern speculation" (Report, Vol. VI, P. 223).

Prices in the long run are determined by

the actual conditions of demand and supply, and it is only by intelligent anticipation of these conditions that the speculator can profit; and, in so far as he does, he performs a public service. He gives *time utility* to the wheat by directing it towards its most advantageous use at different times and places throughout the year, and in doing so he reaps his profit.

That there may be temporary manipulation of the market by the "bears" or "bulls," on a very small scale, is not to be denied; but they are far less common on the grain market than on the stock exchange, and they have little effect on the general price movement. They resemble merely wavelets on the tide. Large scale manipulations in the grain market are difficult and very rare, and still more rarely successful. They can, in fact, never succeed unless the speculator has accurately forecasted the actual approaching conditions of demand and supply.

"Options" on the Grain Exchange: It is clear that anyone can deal in grain "futures" who can afford to place with the broker a "margin" sufficient to cover a small adverse movement of the price, and to increase that margin in proportion as the price moves against him.

Frequently dealings in "futures" take the form of purchase and sale of options—whether a "put" option or the right to sell, or a "call" option or the right to buy, or a "put and call" option or the right either to sell or buy—at a fixed price.

This method of dealing enables speculators with small capital to deal on the grain exchange, and at the same time limit their risks; though the possibility of gain is, of course, restricted by the price paid for the privilege of exercising the option. But, while the system has the advantage of allowing men with small capitals to deal, and thus of broadening the continuous market, it has the incidental disadvantage that it admits of the speculator dealing in far larger amounts than he could if his risk was unlimited, and thus tempts the reckless gambler to enter the market for futures. The good must be weighed against the evil; it may weigh much heavier than the evil, but the evil is not to be ignored. Legal restrictions, however, are a far less effective remedy than is to be found in discouragement of the gambler by the members of the Grain Exchange.

To "strike at the heart of the Grain Exchange," or, in other words, to destroy the speculative market in grain futures, is neither desirable nor practicable. It is not desirable since, as we have seen, organized speculation plays an important and beneficial part in modern commerce. It is not practicable in a world in which the prices fluctuate, as is shown by the failure of repeated attempts in Germany and other countries. It should not be forgotten that the only result of the attempt to abolish trading in futures and to close the Grain Exchange made in Manitoba in 1908, was that the buyers simply "hedged" the risk at the expense of the farmers, by paying them a lower price for their grain.

ROOM FOR growing considerable grain lies in the territory known as the Peace River country, a new empire of the West, in the north of Alberta and British Columbia, Canada, says Sir Henry Thornton, pres. of the Canadian Nat'l Ry. He adds that if only 50% of its acreage were cultivated, it would be capable of producing more wheat than is now raised in the whole of Canada.

CONTENDING THAT Argentina corn is being laid down at both the Atlantic and Pacific seaboard at a price lower than corn can be shipped to these points from the interior, the Iowa Corn Grower's Ass'n, recently organized, has appealed to President Coolidge, asking a tariff be directed against it. Why not forbid its importation to please the corn grower and then prohibit exports to please the consumers? The more our government stays out of business the better off will be the people.

Ohio Beats Indiana in Attendance.

BY J. W. MCCORD, SEC'Y OHIO GRAIN DEALERS ASS'N.

The Indiana and Ohio grain dealers ass'ns conducted a contest previous to the Annual Convention of the Grain Dealers National Ass'n whereby each organization strove to get the larger number of state dealers to attend the meeting of the National Ass'n.

The attendance of Cincinnati people at the meeting was eliminated from the contest in as much as the meeting was held in that city and members of the Ohio organization living there would give the latter an unfair advantage over the Indiana people.

Even so, Ohio won the contest. The records showed 104 men and 48 ladies from Ohio outside of Cincinnati, attended, making a total of 152 for the state.

Indiana dealers numbered 54 men and 14 ladies, a total of 68. This left a majority of 84 in favor of the Ohio dealers.

THE Farm Buro Federation has declared against the proposed "child labor" amendment to the U. S. Constitution because of too much meddling by the bureaucrats at Washington with the farm and the home. If we are ever to get relief from our burdensome bureaucracy someone must start an active campaign of vigorous protest against federal encroachment on the rights of the states and their citizens. The bureaucrats' greed for power seems to have no limitations. Why do citizens stand for it?

I. J. Taylor's Elevator at Paoli, Colo.

I. J. Taylor's new elevator at Paoli, Colo., is a substantial building of cribbed construction covered entirely with galvanized iron.

Cement concrete has been used liberally. The bin bottoms are of concrete in the full length bins. All partitions are of concrete up to the level of the outside foundation. The pits are of concrete, and the foundation is of a heavy concrete, supporting the 2x6 and 2x4 cribbing.

Settling of the cribbing will not effect the elevator leg as the latter is built separate. The spouting of the house is all steel at the head of the elevator, and grain is loaded out thru an all steel 6-in. direct spout.

The equipment includes 10 h. p. Fairbanks engine, rope drive, No. 40 cleaner, truck dump, Fairbanks truck scales, Richardson automatic scale, Hall signaling distributor, and manlift. This house, which is shown in the engraving herewith, was erected at moderate cost by the W. H. Cramer Construction Co.



I. J. Taylor's Elevator at Paoli, Colo.

Country Elevator Accounting

A Helpful Ledger Kink

By C. A. LOVELL

The labor required in keeping a set of books for the country elevator can often be lightened materially by the adoption of little "kinks" such as the one shown in the check Column of the accompanying ledger page.

In this case the check column has been used as a place in which to put small figures that identify at a glance the various debits and credits which offset each other. Thus, on August 3 and Aug. 6, the customer whose ledger page is shown delivered three loads of wheat that totaled \$171.17 in value. On Aug. 8 he was given a check for this amount; and when the postings were made to the ledger account the small figures "1" inserted in the check columns showed that the several items balance each other.

By carrying identifying figures of this kind thru an entire account several distinct advantages are obtained. It is always possible to tell at a glance just what items are still open, thus facilitating the work of taking a trial balance; while the bookkeeper can easily ascertain the exact items on one side of the account which offset one or more items on the other side, even tho many years may have elapsed since the entries were made.

The engraving also shows the ruling of the account when both sides are equal. This is another practice that the bookkeeper will find quite helpful, and in general it may be said that each account should be ruled off every time it is in balance. Nothing can be gained by carrying an account forward thru many months and years, and, on the other hand, failure to rule off the account occasionally may lead to unnecessary errors and much additional labor searching for them.

BERLIN, GERMANY.—Railway freight rates in Germany are being reduced to 10 to 15 per cent on flour and cereals. Apparently the chief motive for the reduction is to facilitate movement of grain, etc., from the seaports to the interior.

Relieved by the Natural Law.

It is said that President Coolidge regards the agricultural problem as having solved itself during the past few months, and that he sees no necessity for the appointment of the committee promised a few weeks ago to report plans for the relief of agriculture. There could be no greater tribute to the efficacy of natural laws operating in an open market. Even if it is true that some interests in the United States tried to assist the law of supply and demand to alleviate the farmers' burdens by occasional propaganda designed to stimulate speculative interest, yet anything of this kind that was done has had only temporary effects on the general result.

The lesson of the past three years is the old lesson of the supreme power of natural law. When supply was out-running demand nothing legislators could do could prevent trouble, and since the opposite condition has appeared nothing can stop, and nothing materially accelerate, the improvement in price relationships. If natural law is so powerful it is the part of wisdom to study its workings and try to adapt plans to them rather than look to almost helpless legislatures for protection or relief.—*Grain Trade News, Winnipeg.*

Grain Moth Losses Stopped.

Fumigation for the Angoumois grain moth of over a half million bushels of wheat proved successful with some 1,500 farmers of York County, Pa., last year. Heavy losses were annually experienced by these farmers previously, due to the pest.

The county agricultural agent had conducted educational demonstrations for several years, and the practice of fumigating the wheat as a control measure was well known. But difficulty was encountered in obtaining the necessary carbon disulphid for the purpose.

A community meeting in the spring of 1923

produced a plan whereby a dealer was found who agreed to purchase the carbon disulphide in bulk, together with a quantity of screw-top cans capable of holding enough to fumigate 100 bushels of grain. A label pasted on each can gave explicit directions for use and care of the liquid.

After filling, the cans were packed into wooden cases holding 24 cans each and shipped to warehouses and stores throughout the country.

Carrying the carbon disulphid in small containers eliminated the odor and loss from evaporation and the disagreeable task of filling containers, thus overcoming previous objections to handling the liquid. The carbon disulphid was obtainable at 50 points in the county and the farmers made excellent use of its accessibility.

Screenings Rule in Vancouver.

Warehouse receipts will be required for all returns of screenings at the harbor board elevators, announces a new elevator rate schedule issued by the Vancouver Board of Harbor Commissioners, and all warehouse receipts covering screenings must be surrendered by the holder within 45 days from the date of issuance. Failure to surrender the receipts automatically empowers the Harbor Commissioners to dispose of the screenings after the expiration of the 45 days. Money received for them will be used to pay expenses incurred in making the sale and to pay all storage and other charges against them. If anything is left over, the holder of the warehouse receipt may obtain the balance by presenting his receipt to the elevator for cancellation.

Another change in the schedule is a 5c per sack charge for unsacking grain, and a set schedule for sacking. Under the old tariff there was a 5c charge for unloading sacked grain, but the new one does not mention this charge.

Sacking charges are set at 1½c per bushel on sacks not exceeding 160 lbs. and 2½c on sacks not exceeding 220 lbs., sacks and twine to be furnished by the shipper or supplied at his expense. The stenciling charge is ½c per sack.

SHEET NO. _____ ACCT. NO. _____

NAME C. P. Jackson

ADDRESS R. F. D. 4 Box 18 Phone 42 F 2

DATE '24	ITEMS	FOL.	V	DEBITS	DATE '24	ITEMS	FOL.	V	CREDITS
Aug 8	Check	C80	1	171 17	Aug 3	Wheat	98	1	57 14
" 10	"	C81	2	60 10	" 3	"	99	1	58 20
Nov 5	Coal	78	3	19 88	" 6	"	111	1	55 83
Jan 3	Check	C117	4	50 76	" 10	"	130	2	60 10
" 3	"	C117	5	197 32	Nov 30	Cash	C98	3	19 88
					Dec 3	Corn	146	5	48 16
					" 3	"	149	5	49 82
					" 5	"	167	5	52 11
					" 8	"	186	4	50 96
					" 10	"	217	5	47 23
				499 23					499 23
Jan 15	Bran	113	1	12 00	Jan 7	Corn	316	2	51 26
" 17	Check	C141	2	100 59	" 8	"	323	2	49 33
					" 9	"	340		60 17
					" 15	By Check	C140	1	12 00
					" 20	Corn	417		53 12

Lightning Destroys More Grain Elevators Than Ever

For the 14 years, 1910 to 1923, one out of every six fires in mills and elevators has been caused by lightning. In elevators alone the proportion is about one to four.

Lightning losses so far during the year 1924 have exceeded those of any year since the Grain Dealers Nat'l Mutual Fire Insurance Co. has been doing business.

Most of these losses by lightning occur during the summer months when electrical storms are frequent. In the July numbers of the Journal 46 fires were reported; and of these 9 were known to have been caused by lightning. Of the 9 fires caused by lightning three resulted in total losses. Several elevators were damaged by lightning during July, as reported, but without fire following.

During the three months of July, August and September the total number of fires reported in the news columns of the Journal was 125. Of these 36 were known to have been caused by lightning; and of the lightning losses thirteen resulted in the total destruction of the property.

When it is considered that so many of the grain elevator fires due to lightning result in the total destruction of the plant, and setting off this big loss against the moderate cost of rodding an elevator it will be seen that the careful merchant is warranted in any outlay he may make for lightning protection.

In view of the loss record by lightning this year no owner of a grain elevator should let the few dollars needed for an investment in complete protection from lightning stand between him and safety from this real hazard. The number of losses due to lightning in the grain dealer's immediate vicinity may have been so few as to lull him into a false sense of security. If any house should be struck in his neighborhood it is quite likely to be the grain elevator, as the tallest building in town.

The unprotected grain dealer is urged to get in touch immediately with one of the several concerns of good repute making a business of installing lightning rods. They will rod an elevator for about \$100 in a workmanlike manner that can not be approached by the village handy man.

If the elevator already is covered with iron roofing and siding the work is so simplified that the owner himself can direct the method of connecting the rods and the grounding with

the employment of inexpensive local labor, by following the suggestions herewith, as illustrated by the engravings, for which we are indebted to *Our Paper*.

If the eaves and cornices are ironed, then it is only necessary to ground the corners. If eaves and cornices are not ironed, then roof and sides must be bonded. See Fig. 4.

In connecting the rodding to either roof or iron cladding, fan out the rod or wire and clamp it securely. If soldered first, it would be doubly secure. Do not try to make a connection over a rusty surface.

Grounding is most important. The method will depend upon local circumstances. Water pipes or driven wells, where they are convenient, are ideal grounds. The most common methods of grounding are:

Drive a pipe into the ground and solder the rod or wire into the top of it, as in Fig. 2.

Bury a copper plate at least three feet square, or an iron casting, such as a pulley, having about twelve square feet of surface, to which a rod or wire should be riveted or soldered, as in Fig. 3.

Rod may be run into the ground and laid (about twelve feet of it) in a trench.

The important points to remember are:

That grounds of any kind must be run into moist earth. Where rock or hard pan is near the surface, best results will be secured by running the rod in a trench as in Fig. 3.

That it is necessary to protect the ground wires by making tight, permanent connections.

That where a pipe is being driven be careful it does not vibrate to the extent of forcing the earth away. If it does, the effectiveness of the ground will be destroyed. Tamp the ground well around the pipe after driving it.

The corners of the metal clad cupola should be bonded. From the lightning rod point a conductor cable runs along the ridge of the warehouse to a bond on the metal siding of the elevator.

NEW ULM, MINN.—John Thiel, a roustabout employed by the Eagle Roller Mill Co. was electrocuted recently. He was at work in the basement of the company's cereal mill bailing water caused by a leak. He fell against the starter box of an electric motor. The water acted as a conductor.

The Mexican Bean Beetle.

The Mexican bean beetle had extended its range eastward in Virginia to nearly halfway across the state, by Aug. 25. By the same date the pest had infested about three-quarters of the state of West Virginia. It has already invaded the entire eastern two-thirds of Kentucky; the southern three-quarters of Ohio, and the southeastern border of Indiana.

In Wyoming it has extended its range 30 miles north of last year's limit and southwestern Pennsylvania is becoming affected by its advance. It seems little can be done to control its rapidly increasing range, but the Department of Agriculture recommends magnesium arsenate spray or dust, and plowing under of heavily infested fields immediately after harvesting of the crop.

McNary-Haugen Bill Kept Alive.

The executive com'ite of the American Council of Agriculture, at a meeting in Chicago on Oct. 6, voiced approval of an address delivered to it by Bernard Baruch, New York financier. Baruch was intensely in favor of the principle of the McNary economics wrecker.

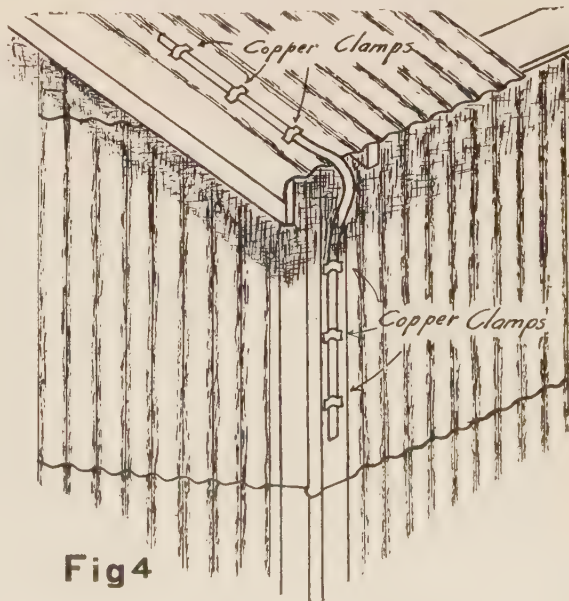
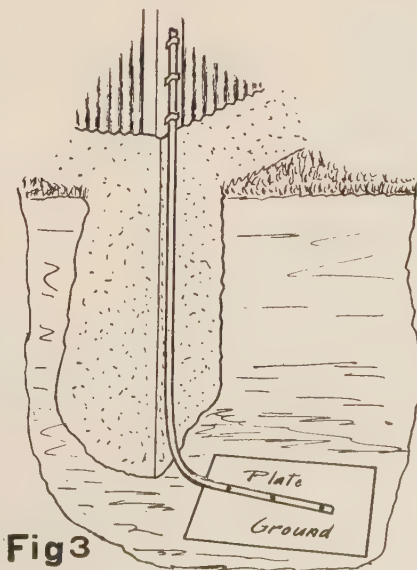
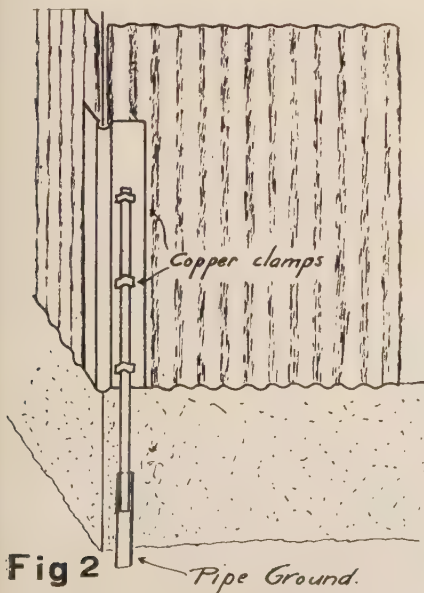
The com'ite voted to withdraw its request to President Coolidge for the appointment of an agricultural commission by the sec'y of agriculture.

Grain farm organizations in the northwest and middle west are chiefly represented by the Council, which has taken leadership in the attempt to adjust the economic law of supply and demand by government funds. Various agricultural ass'ns have been asked to contribute to a fund for aiding legislation for the McNary-Haugen bill. But little success has been achieved. Evidently the agitators are playing petty politics.

Mill and Elevator Accidents.

Formosa, Kan.—Jake Jorg, who is employed by the Jewell County Co-op. Union Business Ass'n, in the Farmers Elevtr. had his leg caught in the man-lift. It was some time before he was released.

Gibbon, Minn.—Robert Pless, mgr. of the Gibbon Roller Mills, met with a painful accident a short time ago. He was in the act of letting down a wagon dump to unload some grain when he was thrown to the floor, breaking his cheek bone.



Root and Side Bond

Feedstuffs

EL PASO, ILL.—H. W. Leman is erecting a feed mill here.

MAGNOLIA, ARK.—J. M. Hudson recently purchased the feed business of Rowe & Zachry.

AUSTIN, MINN.—C. J. Marbos expects to open a flour and feed warehouse here in the near future.

ST. LOUIS, MO.—The Ralston Purina Co. contemplates extending its milling activities to Pennsylvania, Chicago, and the Pacific Coast.

FAIRVIEW, MONT.—A complete modern stock feed mill is being built by the Jennison Light & Power Co., which will have a capacity of 50 tons a day.

AUXVASSE, MO.—F. G. Wallace, formerly with the Simonds-Shields-Lonsdale Grain Co., recently purchased and took charge of a feed milling plant here.

COVINGTON, GA.—Godfrey & Candler, wholesale grocers, expect to install equipment and machinery for manufacturing stock feeds used in their trade territory.

DALLAS, TEX.—Geo. H. Bennett has been appointed sec'y of the Interstate Cottonseed Crushers Ass'n. Mr. Bennett is also sec'y of the Texas Cottonseed Crushers Ass'n.

NEW GLARUS, WIS.—Darrow & Cox have purchased the New Glarus brewery, which has been idle since prohibition went into effect, from G. Zweifel. They plan to manufacture cereal products.

JAMESTOWN, N. Y.—H. R. Wilber, new pres. of the United State Feed Distributors Ass'n, is organizing a new feed jobbing concern to be known as H. R. Wilber & Co., and plans to start business Nov. 1.

CINCINNATI, O.—H. R. Wilber, of Jamestown, N. Y., was elected pres. of the United States Feed Distributors at their annual meeting here on Sept. 21. He succeeds W. O. Fehling, of Philadelphia.

SAN JACINTO, CAL.—Construction of a large warehouse and feed mill here is practically assured by the sale of 65 shares of stock of the Dairymen's Feed & Supply Co. to San Jacinto dairymen recently.

BONNER SPRINGS, KAN.—M. W. Kilmer, formerly head miller at the Tiblow Mills, has purchased a concrete building in which he is installing machinery and equipment for manufacturing feed and special flour.

PUYALLUP VALLEY, WASH.—Leslie Harmon, former owner of the Valley Feed Co. has transferred his interest to H. Lewis, of Yakima, and left for Vancouver, Wash., to take an interest in the Clarke County Feed Co.

KANSAS CITY, MO.—The Ransom Coal & Grain Co. will erect a \$60,000 reinforced concrete feed mill here to manufacture a full line of poultry and dairy feeds. Its storage capacity will be 35,000 bus. of grain; its grinding capacity, 10 to 12 carloads per day. Construction will commence at once by the Bloomington Construction Co.

Feed Movement in September.

Receipts and shipments of feedstuffs at the various markets during September, compared with September, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Baltimore, tons.....	1,030	1,638	.....	.....
Chicago, tons.....	14,118	15,603	43,197	55,840
Kansas City, tons.....	7,920	3,100	22,400	22,140
Milwaukee tons.....	3,310	10,370	10,725	19,185
New York, tons.....	425	.....	500	.....
Peoria, tons.....	39,820	29,540	36,440	24,780
St. Louis, sacks.....	176,940	144,600	875,060	715,560

DURHAM, N. C.—The Durham Service Gin & Seed Co. has been organized by R. T. Odom, C. O. Colclough, and H. V. Umstead with capital stock of \$50,000, to deal in cotton, cotton seed, and operate flour, grist and corn mills.

NEENAH, WIS.—H. C. Jasperson, pioneer flour and feed miller and dealer, recently died here, where he has conducted the wholesale and retail feed business known as H. C. Jasperson & Son for the past 20 years. His son is continuing the business.

BUFFALO, N. Y.—The Bison Products Co. was recently organized to succeed the Embleton Co., Inc., which was dissolved. W. R. Embleton, pres. of the latter named concern, is manager. The company will do a merchandise brokerage business.

OSWEGO, KAN.—The new Pearl Milling Co. was recently organized and purchased the assets of the Pearl Roller Milling Co. Jim Karns is mgr. On Sept. 20 the mill opened with a full force. It has a capacity of two cars of flour and feed daily.

MILWAUKEE, WIS.—The Krause Milling Co. will rebuild on the site of its plant, which burned Sept. 2, at once. The contract for removing the wreckage has already been let and work started. The plant to be built will be on the same scale as the old one.

MOUNT VERNON, IND.—The Mount Vernon Milling Co. has been incorporated with \$125,000 capital stock and is building a mill for the manufacture of flour, meal and cereal products. The directors are J. E. Kelley, W. H. Gonnerman and R. E. Stinson.

MEMPHIS, TENN.—The Memphis Rice Mill & Feed Co. will enlarge its activities this fall. Its new 4-story plant has been completed and machinery is being installed. The concern is capitalized at \$100,000. Its pres. is I. B. Salmon; its general manager, J. D. Marks.

FORT SMITH, ARK.—The Oglesby Feed & Grain Co. is building a one-story, 171x150 ft., \$25,000 structure to be used as a retail and wholesale establishment. A spur from the Ft. S. & W. R. R. will run along one side to facilitate the handling of grain and feed.

JEFFERSON JUNCTION, WIS.—Nine new concrete bins, 30x32x80 ft., a two-story warehouse, 90x100 ft., and a workhouse, 15x32x55 ft., comprise the work being done here on the feed and cereal milling plant of the Ladish Co., of Milwaukee. Cost will be about \$50,000.

MOUNT VERNON, IND.—Arrangements to buy and operate the old Hudnut American Hominy Co. site and plant are being completed by Mount Vernon business men. Jas. H. Genung, first pres. of the American Feed Manufacturers Ass'n and active participant in the affairs of the organization, has been engaged to operate the plant.

KANSAS CITY, MO.—The rooms in the Board of Trade Building, which were formerly occupied by the Davis-Noland-Merrill Grain Co. will be taken over by the Sun Ray Products Co., manufactureres of cereals, breakfast foods and stock feeds, on Nov. 1. When the new Board of Trade building is completed this fall, Martin E. Ismert, pres., will move to an adjoining suite, where he will conduct his brokerage business in flour and feeds.

KANSAS CITY, MO.—Principal feed jobbers of Kansas City have established a regular trading hall where all dealers and millers may meet. A small room in the Board of Trade annex has been engaged for the present. Here local feed traders assemble each morning at 11 o'clock, to trade among themselves. The meetings have been open and informal so far, but plans for making it a formal organization, maintaining membership requirements, and to establish rules and regulations are contemplated. This method has caused definite improvement in Kansas City feed trading, and has eliminated the commissions which have heretofore been paid local brokers.

KANSAS CITY, MO.—John N. Davidson of the Davidson Mill & Elvtr. Co., whose business was stopped by a fire in the Rock Island Elvtr., will take over the plant of the Unitee States Feed Mills Co. Mr. Davidson's company will make grain and molasses feeds. The plant has storage capacity for 60,000 bus. of grain and 300 cars of feeds.

WASHINGTON, D. C.—The Ass'n of Feed Control Officials will hold its 16th annual convention Thursday and Friday, Oct. 23 and 24, at the Raleigh hotel here. Among those slated for addresses are Dr. H. W. Wiley, former chief of the Bureau of Chemistry; Dr. J. O. Halvorsen, feed chemist, North Carolina Department of Agriculture, and Pres. E. W. Elmore, of the American Feed Manufacturers Ass'n. An invitation to attend this meeting is heartily extended to members of the feed industry.

SEYMOUR, IND.—The Woodstock Mills, formerly the Enos elevator, purchased a few weeks ago by the Blish Milling Co., will soon be enlarged and transformed into a live stock and chick feed manufacturing plant. Scratch and fine poultry feed will be the chief products. Contracts for the machinery have already been let. Addition of a warehouse to the plant will make its storage capacity double what it is now. Three-story additions will be made to house the machinery. Capacity will be 75 tons of finished products daily. Electricity will be the exclusive motive power.

MENOMONIE, WIS.—The Wisconsin Milling Co. recently completed the construction of a feed plant comprising 4 stories and being approximately 100x180 ft. It is of mill construction, the basement and first floor being concrete. Modern equipment and latest machinery, electrically driven by General Electric motors, give it a capacity of 100 tons of dairy and poultry feeds. Ample storage space is provided for grain and finished stock feeds. The company has an elevator with 75,000 bus. capacity in addition. E. O. Wright is pres. of the concern; F. C. Meyer, sec'y; and A. E. Brecht, of Philadelphia, vice-pres.

THE COLLIS PATENT, No. 1,356,340, on a process for evaporating buttermilk into powder, has been declared invalid by the U. S. District Court of Michigan, in the suit brought by the Collis Products Co. against the Cadillac Produce Co. The Collis patent was found by the court to have been anticipated several years earlier by the Ekenberg patent No. 784,995, in use by the Ekenberg Co., at Cortland, N. Y. It is a sad commentary on the intelligence of the government officials in the patent office that they allowed a patent to be granted on a process described by the court as "in all essential respects identical," following the "patented process of treatment step by step in the same sequence," with "machines closely resembling the machine described in the Ekenberg patent."

Exports of Feedstuffs.

Exports of feedstuffs during August, compared with August, 1923, and for the 8 months ending with August are reported by the Bureau of Foreign and Domestic Commerce as follows:

	August		8 mos. ending Aug.	
	1924	1923	1924	1923
Bran and middlings, tons	25	135	1,267	1,662
Cocoonut cake, lbs. ....	.....	4,000	54,454	1,577,940
Corn cake, lbs. ....	.....	.....	.....	15,746
Cottonseed meal, lbs.	1,723,900	191,525	21,766,495	23,229,414
Linseed meal, lbs.	2,247,650	797,375	12,348,646	29,132,655
Linseed cake, lbs.	55,750,604	60,288,494	426,361,277	421,979,617
Screenings, lbs.	105,900	1,500	10,104,506	6,897,671
Corn feeds, tons	851	9	1,505	248
Other mills feeds, tons.	715	254	5,589	7,938
Sorghum, kafir and milo mazio, bus.	5,971	1,479	47,878	32,593
Prepared feeds, not medicinal, lbs.	1,874,810	1,326,448	13,176,372	12,976,226

WEATHERFORD, TEX.—I have built my new elytr. on the site where the old one burned, using it for a headhouse and mixing plant. Will have about 18,000-bus. storage and 20 bins. Have a set of double receiving and transfer legs which will handle 7,500-bus. per hour. There also are 3 other legs for handling the products as manufactured, a 300-bus. hopper scale in the head and a 20-h. p. motor in the same place for driving the legs and other machinery. Also have a chicken feed corn cracker and cleaner in the head with the products spouted to the mixing bins. Five graduated mixers are installed for mixing chicken feed, one separator, one Eureka 33 Combination Grain Cleaner and Clipper and two pair high x24 rollers on the first floor of the elytr., driven by a 30-h. p. motor. In our sweet feed department we have a batch mixer and a meal grinder driven by a 40-h. p. motor. This mill can be fed from the car direct with hay or head stuff or spouted from the heads with bulk grain. This gives us a capacity of 4 cars a day of mixed feeds. We already have a threshing next to the elevator which is operated with the same power in connection with the elevator. The plant was completed Oct. 1.—H. J. Bradish.

BERLIN, GERMANY.—The German government is finding it necessary to safeguard the country from famine. It is preparing a law against the exporting of foodstuffs. Crop reports are pessimistic, even on potatoes and re-introduction of potato bread is imminent. Let the short sellers beware.

New York Feed Conference.

The New York State College of Agriculture has committed itself to a plan whereby the state has been organized into a district under the direction of the Feed Conference Board. The main purpose of this move is to stimulate the manufacture and sale of feed mixed by known formulas only. Dairy feeds have been attacked first and the preliminary survey is now under way.

Suggestions have been made to the consumers that digestible protein and total digestible nutrients, instead of total nutrients, serve as a basis for the purchase of feed, and advice is being freely circulated that the purchasers should buy only feeds mixed according to approved formulas.

The Feed Conference Board stamps its approval on emergency formulas to meet changed conditions and shifts in the grain and feed markets.

Patents Granted

1,507,584. Bag-Holder. Edgar L. Combs, Gwynedd, Pa. The bag is suspended between two horizontal arms pivotally secured to a beam mounted on a frame, the whole disengaging to a knock-down position.

1,507,650. Automatic Weighing Machine. William Woolcott, Winchester, Ky. The flow of material into the weighing hopper is controlled by a gate closed by means acting independently of the hopper. The operation of the closing means is timed by a trip controlled by the load in the hopper.

1,509,910. Dust Collector. Albert H. Stebbins, Los Angeles, Cal. The dust enters this collector at the lower end of the drum, up thru which extends longitudinally a tube having an opening at its upper end for the passage of air. A series of radially disposed vanes within the upper end of the drum extend outwardly from the tube.

1,509,833. Corn Sheller. Albert E. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa. The cylinder is mounted to rotate in a shelling concave having an outlet opening in the discharge end thereof above the axis of the cylinder. From one end of the outlet opening a cob-deflecting plate extends into the concave, the end of the cylinder carrying a cleaning tooth.

1,509,911. Dust Collector. Albert H. Stebbins, Los Angeles, Cal. An air discharge tube extends centrally downward thru an upright drum, air passing from the drum thru apertures into the tube. The dust enters the upper part of the drum with a downward whirl so that the particles of dust are thrown outward by centrifugal force. Vanes prevent the whirling movement of the air near the apertures.

1,507,642. Seed Corn Sheller. Jas. A. Walker, Lerna, Ill. A corn sheller comprising a channel shaped member of sheet metal bent in substantially U-shaped manner to provide outstanding legs, and a seed engaging device including spaced bars affixed to and extending transversely between the free ends of the outstanding legs.

1,508,682. Dust Suction. Roy L. Dowdall, Oberlin, Kan., assignor of one-half to C. C. Palmer, Concordia, Kan. Combined with a leg of a grain elevator is a suction fan, a pair of suction pipes both communicating at one end with the suction side of the fan and at their other ends with the leg, and a single manually operable valve operative to direct the suction

wholly thru either of the pipes or to divide it in varying relative lengths between them.

1,508,996. Car Dumping Apparatus. Geo. N. Simpson, Pittsburgh, Pa., and Arthur N. Simpson, Chicago, Ill. The apparatus consists of a cage adapted to receive a loaded car, a rotatable car supporting cradle within such cage, an arm attached to the cradle, a shoe on the end of the arm, means for hoisting the cage, and means acting thru the movement of the cage to turn the arm to rotate the cradle and overturn the car, the means including a Y-shaped guide adapted to engage the shoe on the end of the arm.

1,509,925. Car Seal. Cyrus R. Bostwick, Mariposa, N. Y., assignor of one-half to Henry Wallace, Glen Ridge, N. J. The tag plate has an aperture therein, and two closely spaced tabs extending from adjacent portions of the periphery of said plate, the opening between the tabs extending to the aperture in the plate, the tag being made of a single piece of sheet metal of sufficient flexibility to permit overlapping of the outer ends of the tabs so that they may be sealed together, and means for securing the outer ends of the tags together when overlapped.

1,509,596. Ventilator for Grain Bins. Harry C. Hames, Columbus, O., assignor to F. O. Schoedinger, Columbus. The ventilator comprises a pair of complementary lips projecting outwardly from a sheet metal wall and joined to said wall along semicircular boundary lines, said lips being provided with adjacent chord edges relatively spaced in a transverse direction so that the upper of said lips will extend outwardly along its chord edge beyond the corresponding edge of the lower lip, whereby an air inlet space or opening is produced between said edges having its effective inlet area disposed solely in a transverse plane, and said lips being formed further to occupy positions lying entirely beyond the confining limits of the inner surface of said wall.

1,509,199. Grain Door. John C. Folger, Alton, Ia. The device is intended to retain the door in position. It comprises a socket bearing in the floor of the car adjacent the edge of the doorway, a bearing above the doorway adapted to swing on a pivot, a shaft normally journaled in the socket and the bearing, cams on the shaft adapted to engage the closure when rotated into position, a handle secured to the shaft for rotating it, a hook adapted to engage the handle to retain the cams in engagement with the closure, resilient detent arms fixed to the car structure in position to receive the end of the shaft when it is removed at its lower end from the socket and swung upwardly around the pivot of the bearing, and a resilient bifurcated spring retainer for engaging the handle when the shaft is in its upper position.

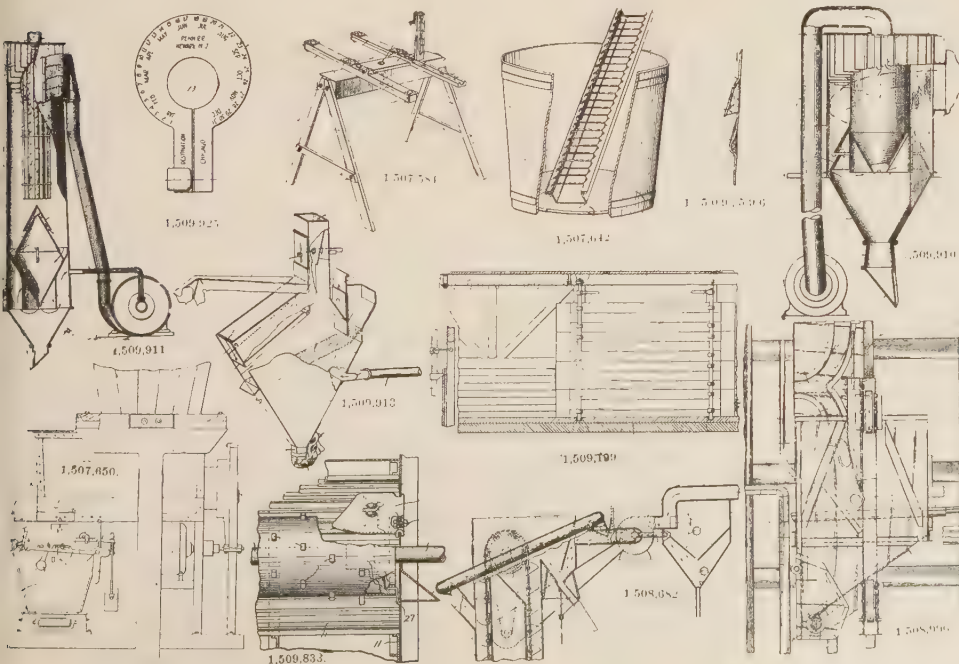
1,509,913. Dust Extractor. Albert H. Stebbins, Los Angeles, Cal. The extractor comprises a casing having an apertured surface extending across the casing, a cover supported in spaced relation to the surface to provide an air passage between the cover and surface, means for drawing air into the passage thru an end thereof to travel lengthwise of the passage, a hopper for delivering materials to the surface, means for forcing jets of air upwardly through the apertures of the surface to carry different particles of material upwardly into the passage to different degrees so that the lighter particles will be completely removed from the heavier particles and carried off by the air introduced thru the end and traveling lengthwise of the passage, and means for supporting the cover in different positions of adjustment relative to the apertured surface to vary the area of the passage and the action of the air passing therethru upon the materials lifted by the jets of air.

WINNIPEG FUTURES being limited to wheat grown in Canada, wheat cannot be shipped from the United States to Fort William and delivered on contract.

Hoof and Mouth Disease Embargo.

Great Britain notified the Department of Agriculture, on Oct. 1, that an embargo has been placed on all live stock, hay and straw and merchandise packed in hay and straw, from the United States, due to the hoof and mouth disease epidemic in Texas.

Canada has established a like embargo, but confines it to livestock and products from Texas and the eight surrounding states.



Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

DeWitt, Ark.—The Stuttgart Rice Milling Co. is installing a 400-h. p. boiler to replace the two of 125 h. p. Other improvements are also being made.—P. J. P.

Little Rock, Ark.—The Service Feed Co. has been incorporated with a capital stock of \$5,000, for the purpose of dealing in grain, flour and feed. Carroll Thibault is pres.; R. F. Duncan, v.-pres. and general mgr., and Howard T. Tune, sec'y.—P. J. P.

CALIFORNIA

Los Angeles, Calif.—The new elvtr. being built for the West Coast Grain Co., of which R. E. Robey is pres., is to be in full operation today. Previous quarters proved to be too small to handle increasing business. The new factory is of standard mill construction with ventilating steel sash and art stone trimming. It was raised to the car-floor level and has a large loading platform on the spur tracks. The company, which was organized in 1920, distributes to the entire state.

Los Angeles, Cal.—Dividends on the common stock of the Globe Grain & Mfg. Co. at the rate of 4 per cent annually have been resumed. Dividends were suspended on Jan. 1, 1921. Pres. Keller writes this summary of its business in the letter to the stockholders. "The past year was the largest in the history of the company in the flour end of the business, which has steadily grown since the company was started, and we see no reason why it should not continue to increase and the company from now on assume its old prosperous condition. . . . The total of all dividends paid amounts to \$9,269,737.29. . . . The preferred stock is being retired at the rate of \$200,000 per year, so you can readily see that your common stock will eventually own all of the assets of the company. . . . There are no mortgages on any of the property of the company nor are any of its assets pledged for security."

CANADA

Moose Jaw, Sask.—The International Mlg. Co., of Minneapolis, has erected large grain storage tanks here.

Winnipeg, Man.—On the Lanigan extension of the Canadian Pacific Railway running from Watson to Melfort, Sask., twenty elvtrs. are being built.

Kircaldy, Sask.—The grain elvtr. of the Western Canada Flour Mills burned last month, as well as a flour shed containing eight tons of flour.

Edmonton, Alta.—F. C. Patterson of the Winnipeg office of the North Star Grain Co., Ltd., has been placed in charge of the company's offices here.

Cardston, Alta.—Completion of the new elvtrs. here for the Alberta Pacific Grain Co. and the Ellison Grain Co., is planned in time to handle this season's crop.

Winnipeg, Man.—J. H. Duckett, former divisional superintendent, has been appointed chief superintendent of the Saskatchewan Co-op. Elvtr. Co., succeeding Donald MacRae. L. G. Knight is advanced to Mr. Duckett's position, and L. Mitchener is traveling superintendent.

Regina, Sask.—The Board of Grain Commissioners have appointed Donald MacRae general manager of the Saskatchewan Wheat Producers, Ltd., as Saskatchewan's representative on the western grain standards board.

Toronto, Ont.—Frank B. Ham & Co. has engaged in the grain, mill feed, screenings and winter wheat flour business here. Mr. Ham was formerly vice-pres. of Vanatter & Ham, and Chas. H. Coatsworth, formerly sec'y of the same company.

Toronto, Ont.—An Ontario charter as grain millers, elvtr. operators, etc., has been granted the Chalmers Mlg. Co., Ltd. Andrew Chalmers, S. A. Seeds and H. P. Phillips are the provisional directors, with headquarters here, of the company which has an authorized capital of \$40,000.

Fort William, Ont.—C. Stuart Langille, mgr. of the Gillespie Terminals in Winnipeg, who acted as agent for the Canada Wheat Board during and after the war, will have active charge of the terminal here which has been leased by the Canadian Co-operative Wheat Producers, Ltd., selling agents for the wheat pools of the three western provinces.

Prince Rupert, B. C.—C. D. Howe, consulting engineer, Port Arthur, Ont., has been instructed by the minister of trade and commerce at Ottawa to proceed with plans for the new government terminal elvtr. to be erected at Prince Rupert, the northern terminus of the Canadian National Railways. The capacity will be 2,000,000 bus., and it will be used in connection with the rapidly developing trade with China and Japan. The foundation will be set this winter.

Edmonton, Alta.—Though it will be some little time before actual shipments of grain will be made to the elvtr. for ordinary purposes, the first two carloads of grain were taken into the \$1,500,000 government elvtr. Sept. 13, thus avoiding the \$200 per day penalty which became effective Sept. 15 in case the elvtr. was not ready to take in grain. The two cars came from the Gillespie Grain Co.'s elvtr. and were used for testing scales upon which the grain is weighed.

Prince Albert, Sask.—A report of R. M. Ayton, special representative of an English company, the name of which has not yet been disclosed, and backed by British capital, who has been engaged in locating sites for a chain of elvtrs. in Manitoba, Saskatchewan and Alberta, is now nearing completion. Mr. Ayton stated that construction work may soon be expected to start. The plan also includes the erection of terminals at Vancouver and Fort William for direct trade with Great Britain.

Montreal, Que.—The new grain elvtr. at Tarte Pier began operation Oct. 2, when a Dutch steamer of 2,180 tons loaded a full cargo of rye for The Hague, to be distributed from there thruout Europe. The elvtr. is not yet working to capacity, and is still unloading from cars rather than lake boats.

Port Arthur, Ont.—The Reliance Elvtr., a fully modern plant on the south water front, was opened Oct. 1. The house has 1,500,000 bus. capacity and cost in excess of \$1,000,000. Barnett-McQueen Co. erected the plant. It will be operated by Smith, Murphy & Co., Winnipeg. The two ports combined now lead the world in grain storage capacity.

VANCOUVER LETTER.

Vancouver, B. C.—Weyland & Carol grain dealers of Winnipeg, have opened office here.

Vancouver, B. C.—Thru a separate corporation, the International Mlg. Co., of Minneapolis, is building a large dock in the harbor here.

Vancouver, B. C.—After a lengthy session between the Vancouver Harbor Commissioners, their engineers and representatives of the Coughlan Co., it was found that the recent fire in the steel plant will not cause the serious delay as at first anticipated. According to announcement made by the commissioners, the elvtr. will be completed and ready for use by the end of October. As the heavy shipments of grain are not expected to crowd the port before November, the elvtr. will be ready to care for this expected volume.

Vancouver, B. C.—E. A. Woodward, head of the Columbia Grain Elvtr. Co., and a syndicate, have each announced their intentions of building a new grain elvtr. for the Vancouver district. The Columbia Co. will build on the shores of the Burrard Inlet where the present elvtrs. are being operated, and the syndicate, the principals of which are members of one of the largest grain operating concerns in western Canada, will be at Port Mann on the Fraser River, above New Westminster. Mr. Woodward's former project here was taken over by the government. The Port Mann proposition has been largely encouraged by the management of the Canadian National Railway, as this is the water terminus of the line.

COLORADO

Arapahoe, Colo.—We have a new cribbed elvtr. of 25,000 bus. capacity located on the U. P.—Summit Grain Co.

Denver, Colo.—The McCaul-Dinsmore Grain Co. closed its offices here Sept. 1. Carl Siebert, who was mgr. for them here, has joined the Farmers Union Mlg. & Elvtr. Co., who maintain their headquarters here and will travel the state of Colorado.

Holyoke, Colo.—The old house that was traded in on our new house here is being rebuilt by the Reimer, Smith Grain Co. for the purpose of additional storage for millet seed and other grains. Our present house is now being demolished.—R. C. Stout, mgr. Holyoke Farmers Co-op. Elvtr. Co.

Brighton, Colo.—Our safe was blown open recently. Only about \$50 in cash was obtained, but about \$300 damage was done to the safe, typewriter, cabinets, furniture, wall and ceiling by the overcharge. The office door was jimmied, breaking off two locks.—F. E. Wilson, mgr., Brighton Farmers Co-op. Elvtr. Co.

IDAHO

Pocatello, Ida.—The Globe Grain & Mill Co. has opened an office here.

Grainville (Drummond p. o.), Ida.—The Inter Ocean Elvtrs. have just completed a new plant here.—G. A. Dixon.

Ingling (Marysville p. o.), Ida.—There is no grain business done here, nor are there any facilities for the business.—G. A. Dixon.

Kooskia, Ida.—The roof of our warehouse which is 50x100 ft., was ruined by the forest fires recently.—O. P. Wecker, per Vollmar Clearwater Co., Idaho Grain & Tramway Co.

ILLINOIS

Sandoval, Ill.—H. R. Hall anticipates the installation of a corn sheller.

Walnut, Ill.—The Brokaw Grain Co. has commenced operating its new elvtr.

Jacksonville, Ill.—We will continue to operate at Jacksonville and Sinclair, tho we did sell at Riggston and Naples.—F. J. Blackburn Co.

Quincy, Ill.—W. H. McDowell has accepted the position of mgr. for Lamson Bros. at this point. He was formerly located at Clarion, Ia.

Peoria, Ill.—The Peoria Grain & Elvtr. Co., incorporated, capital stock, \$30,000, to deal in grain, grain products, coal, etc., by Forest G. Gyles, C. D. Gyles, Thos. L. Jones, and M. A. Jones.

Atterberry, Ill.—We have had our corn handling plant overhauled, putting in a water-proof pit, and dump with drag chain. S. E. Dyson did the work.—C. A. McDale, agt, B. H. McFadden & Co.

Lanesville, Ill.—Carter H. Curtic is temporarily in charge of the business of the Lanesville Farmers Grain Co., having taken the place of R. L. Leonard, whose resignation as mgr. became effective recently.

Naples, Ill.—We have purchased the elvtrs. of F. J. Blackburn Co. here and at Riggston. W. E. Hatfield is in charge here and Norman Taylor at Riggston.—H. C. Goebel, Jacksonville Grain & Comm. Co., Jacksonville, Ill.

Joliet, Ill.—The Truby Co. has changed its name to the Truby Grain, Feed & Coal Co. The capital stock of the company has been increased from \$10,000 to 1,000 shares no par value. Officers, James R. Bentley, Lennox, pres.; James C. Beattie, Elwood, v-pres.; Hugh J. Mitchell, Joliet, v-pres. and general mgr.; Henry Truby, sec'y; James Ferriss, treas.; and Miss I. A. Collins, ass't sec'y and treas.

Saybrook, Ill.—The house we just purchased from the Cheney's Grove Grain Co., as correctly reported in the last issue of the Grain Dealers Journal, is from now on to be known as the Saybrook Grain Co. Five years ago I owned one-half interest in the same plant. I will be engaged in the active management of the plant. The house was formerly owned by H. I. Baldwin and some Bloomington people.—A. L. Horner.

Decatur, Ill.—Edward D. Evans, pres. of the Evans Mlg. Co., Indianapolis, bid \$216,000 for the American Hominy Co.'s plant at Decatur. The offer has been accepted by Harry A. Parkin, referee in bankruptcy. Plants of the company at Davenport and Keokuk, Ia., and here, have been previously sold. The Evans Mlg. Co. is a large manufacturer of corn goods at Indianapolis, but has no flour unit. The Decatur plant of the American Hominy Co. has a capacity of about 2,000 bbls. of wheat flour, and some corn goods capacity. The plant is of brick construction and was remodeled several years ago for wheat flour milling. It is in good physical condition, notwithstanding the fact that it has been shut down for several years, and probably it will be put into operation immediately.

Sheldon, Ill.—On Oct. 6 we took over the Big Four Elvtr. here, formerly operated by the Cleveland Grain & Mlg. Co. The house is of concrete and has 1,000,000 bus. capacity. Two thirds of the tanks are of concrete, the remainder of tile. The plant has been idle for the past three months, but will not require more than one week to clean, oil and place in first-class shape; however, some shipments have already been sent there. This plant, which is 37 miles out of Chicago, will be operated in connection with our other plant, which is but 12 miles out. The same superintendent, J. H. Jones, will be in charge. L. L. Hootman, who was assistant under Mr. Bowles, the former office mgr. for the Cleveland Grain & Mlg. Co., will be office mgr. for us. Mr. Bowles is now in charge of the bidding office maintained here by the Cleveland Co. It is interesting to note J. C. Shaffer formed the Cleveland Grain & Mlg. Co.—J. C. Shaffer Grain Co.

Paris, Ill.—The City Flouring Mill, sometimes called the Wade Mill, one of the oldest in this part of the country, burned Oct. 2. Loss, \$50,000.—P. J. P.

Malden, Ill.—Tho the Grain Marketing Co. did purchase the Armour Grain Co.'s house here, there will be no change in management or in the side lines carried.—B. McInturf, agt.

Peoria, Ill.—The new building of the Corn Products plant, to replace those wrecked and damaged by the explosion and fire last January, was placed in use the latter part of last month. The new plant increases the grinding capacity from 16,000 to 30,000 bus. of corn daily.

CHICAGO NOTES.

The Uhlmann Grain Co. is enlarging its offices in the Board of Trade building.

Board of Trade memberships sold Oct. 3, at \$8,700 net to the buyer, the highest so far.

A. L. Somers and Edgar Knapp have applied for reinstatement to the privileges of membership in the Board of Trade.

George Bingham is now registered on the Board of Trade for Saskatchewan Co-op. Elvtr. Co., Ltd., Vancouver, B. C.

Charles H. Dodd, the well-known cash grain specialist, became connected with J. J. Badenock Co., Oct. 1, having severed his connection with James E. Bennett & Co. at that time.

Otto Waitzmann, identified with the milling and export trade here for the past 20 years with Rosenbaum Bros., has gone with the Edward R. Bacon Grain Co., taking charge of its domestic and export wheat business.

The Board of Trade Mutual Benefit Ass'n paid out \$64,904 in death benefits last year. The annual statement presented at the meeting of its members showed that since its organization in Sept. 1892, it had paid \$1,411,219. Present benefits are about \$2,400. There were 795 members at the close of its fiscal year, Sept. 1, or 29 more than a year ago despite the fact that 26 members died during the year.

At a meeting Sept. 30, the directors of the Board of Trade authorized the cotton trading committee to proceed to draft rules for the establishment of a clearing house for cotton transactions on the Chicago market similar to the clearing houses of New York and New Orleans cotton exchanges. General rules for cotton trading have already been adopted and the committee is perfecting its plans for the opening of the Chicago cotton market.

Funeral services were held Sept. 30, for Byron James McCleary, 86, well-known grain merchant, and a resident of this city for the past 65 years. In 1887 he was a director of the Board of Trade and at that time was one of the largest grain exporters in the city. He is survived by his widow, four sons, Edward B., W. B., and Dr. W. W. McCleary of Chicago, and James of Remen, Minn.; and two daughters, Mrs. J. Bayne Couthard and Mrs. James N. MacKenzie of Toronto.

Charles L. Hutchinson, president of the Chicago Board of Trade in 1888 when his father, B. P. Hutchinson ran his famous corner in September Wheat, died Oct. 7 after a brief illness. Mr. Hutchinson since leaving the grain business had long been active in banking as vice-pres. of the Corn Exchange National Bank and director of the Northern Trust Co., the founder and generous supporter of the Art Institute. He had served as a member of Sanitary Drainage Trustees, the South Park Commission, as president of the Chicago Orphanage and trustee of Hull House, the Old Peoples Home, the Presbyterian Hospital and of the Carnegie Institute of Washington. His many public activities and charities gave him a place in the city none other can fill.

Published reports that the Board of Trade will begin trading in cotton futures Oct. 10 were in error, according to S. P. Arnot, executive vice-pres. of the board, who announced Oct. 8 that no definite date had been set. "Setting of a date," Mr. Arnot said, "depends entirely upon the speed with which arrangements can be made for telegraph and ticker wire facilities and storage space at points of delivery. While work on this phase of the situation is progressing rapidly, it is not yet near completion. The date will be announced following passage of a resolution supplementary to the original decision on the question."

The following memberships in the Board of Trade have been transferred: Lincoln Richards, Edw. V. Wright, Est. Edw. G. Heeman, Tom J. Garrison, Est. Fred M. Foster, Arthur L. Moore, John A. McCreery, Elva J. Martin, Edw. B. Evans, Geo. A. Veninga, W. G. Wanzler, A. W. Weinert and Aylmer C. Robinson. Those admitted to membership are: John A. Wood, Ernest B. Norman, William Stevenson, George J. McKerr, William L. Harriss, Herbert P. Farrell, Robert A. Lees, Clark Brown, Reinhard Siedenburg, Jr., Milton E. Veninga, William R. Meadows, Martin Lindsay and Gray Silver. J. J. Henderson was reinstated.

INDIANA

Scipio, Ind.—Fire destroyed the Butler Elvtr. recently doing nearly \$20,000 damage.

St. Paul, Ind.—The Wm. Nading Grain Co. has installed an electric feed grinder in its elvtr.

Pence, Ind.—Lightning caused but slight damage to our slate roof and did not fire. Repairs, work and material will not run over \$10.00.—Crane Elvtr. Co.

Decatur, Ind.—Peter Kirsch has installed a custom feed plant in connection with his mill and lumber yard at this point. The plant will be strictly modern throughout. The equipment, which includes a 22-in. motor driven Bauer Attrition Mill was placed by J. M. Bell.

Enos (Morocco p. o.), Ind.—The Woodstock Mills, formerly the Enos Elvtr. which was purchased by the Blish Mlg. Co. several weeks ago, will in the near future be enlarged and changed from an elvtr. to a manufactory of feeds. The new plant will use electricity exclusively for motive power.

Monroeville, Ind.—Regardless of the existing litigation by the parties owning the Monroeville Elvtr. and Coal Sheds, condemned by the state fire examiner, H. O. White will continue buying grain, hay and seeds, and selling flour, feed, grain, seeds and coal, as heretofore. Mr. White had the property leased until the buildings were closed and the entire premises abandoned Sept. 27.

INDIANAPOLIS LETTER.

The Camden Elvtr. Co., which has just been incorporated here, does not intend to engage in the grain business.—Wm. H. Howard, Sec'y Board of Trade.

Indianapolis, Ind.—We have not severed any of our grain connections in Indiana, but expect to spend the next six months with our friend and business associate Nat Claybaugh at Orlando, Fla.—John McComas.

Indianapolis, Ind.—The Indiana Brokerage Co., Inc., is not successor to the Carl D. Menzie Grain & Brokerage Co., who retired from business, however, I am connected with the Indiana Brokerage Co.—Carl D. Menzie.

The board of governors of the Board of Trade, at its monthly meeting Oct. 6, unanimously adopted a resolution, by rising vote, expressing sorrow at the death of Charles C. Perry, who had served as a member of the board for many years. Sympathy was also extended to the family of Linton A. Cox, Jr., over his sudden death in an accident last week.

The Indianapolis Elvtr. "A" will be torn down. The old 450,000-bu. house, the oldest here, has not been in operation for two years.

IOWA

Otho, Ia.—H. G. Johnson has succeeded J. W. Martin in the grain business here.

Spencer, Ia.—Seymour A. Frisbie, who was engaged in the grain buying business here in 1874-76, died Sept. 26.

Sheldon, Ia.—C. M. Anderson, who recently sold his elvtr. to the Quaker Oats Co., has moved to Estherville, Ia.

Industry (Fort Dodge p. o.), Ia.—The Farmers Elvtr. Co. has changed its name to Industry Elvtr. Co., capital stock, \$30,000.

Cylinder, Ia.—The Quaker Oats Co. is building an annex to their elvtr., which will give them a total capacity of 30,000 bus.

Cedar Falls, Ia.—Thieves broke into the Tostlebe & Jamerson elvtr. Sept. 30, but obtained nothing, tho they did force the safe.

Bernhart (Batavia p. o.), Ia.—A. H. Miller of Libertyville has bought the Bernhart Elvtr. and is having some repair work done. The plant will be ready for operation Oct. 14.

Webster City, Ia.—Harper and Sons, Inc., of Des Moines, have opened a branch office here. J. T. Harper, junior member of the firm, is taking care of the preliminary work at present.

Sigourney, Ia.—The Red Mill, a landmark in this community, owned by O. L. Randall, burned to the ground Sept. 27. Loss, \$12,000, little insurance. A spark from a passing locomotive is supposedly the cause.

Jamaica, Ia.—Garland & Clark have succeeded Garland & Towne. Glen Clark has heretofore been engaged at farming. Vern Towne, the retiring partner, will engage in another line of business at Maxwell.

Dumont, Ia.—The Farmers Co-op. Society, Inc., must re-organize, because their charter is expiring. John Thompson, the mgr., is experiencing quite a little difficulty in obtaining a majority to vote on the question.

Fonda, Ia.—The Guy Wilde Elvtr. is being enlarged by the addition of a storage room, which will be 22x44 ft. and two stories high. The new addition will provide extra storage space for the handling of feed and grinding business.

Webster City, Ia.—The Farmers Elvtr. Co., under the management of R. W. Hall, recently completed the installation of a 24-in. grinder preparatory to the fall demand for ground feed. The grinder is driven by a 20-h. p. motor and has 80 bus. an hour capacity.

Council Bluffs, Ia.—Conrad Johnson is superintendent of the Rock Island elvtr., now operated—along with the old Merriam & Millard and their own elvtr., located in Omaha and Council Bluffs, respectively—by the Trans-Mississippi Grain Co.—C. D. Sturtevant, sec'y.

Rolf, Ia.—Fire, in the Hofert-Grove Elvtr, completely destroyed the plant Sept. 24, when the house burned with 7,000 bus. of oats, 1,400 bus. of corn and 10 tons of coal, to the ground. The blaze began in the roof and was discovered by W. F. Hofert, who had started up to oil the machinery; when part way up he smelled smoke and immediately obtained a hand fire extinguisher. Half the roof appeared to be on fire and even broke thru, cutting off the ladder. To save his life, Mr. Hofert had to slide down the power transmission rope, and in doing so he either lost his hold on the rope or was overcome by the smoke, for he fell on the floor below unconscious. While men were carrying out the books and office fixtures, Mr. Hofert was discovered lying on the floor of the elvtr. He was carried to a car and taken home, where he is still confined. Tho no bones were broken Mr. Hofert is very badly bruised. Insurance on the building and grain will partially cover the loss. The machinery is no longer usable.

Atlantic, Ia.—I. N. Hammond, former grain and coal dealer 30 years ago here, died in Omaha Sept. 25.

Spencer, Ia.—G. M. Dyer, 61, vice-pres. of the Grain Marketing Co., and pres. of the Iowa Farmers Grain Dealers Ass'n, died Sept. 25. Mr. Dyer was attacked by paralysis over two weeks ago while on his return from an address delivered before the directors of the Farmers Co-op. Co. of Orange City.

Stevens, Ia.—The big feat of moving a large elvtr. from Lakota to this point by E. Hines, is now practically completed. The house is standing in the position that it is to have, but the foundation is not yet completed. The building was one of those formerly owned by Greig & Stockdale and was purchased by the Farmers Co-op. Elvtr. Co. The distance covered was seven miles.

Pleasantville, Ia.—The S. E. Garrett Elvtr. and contents were destroyed by fire Sept. 28. About 2,000 bus. of wheat and 6,000 bus. of oats, valued at more than \$5,000 went into ruin when the house was completely demolished. Mr. Garrett carried insurance on the building and on the grain, but not near enough to cover the loss. The plant has not been erected very long, but another one will replace this one before another crop is harvested.

KANSAS

Bonner Springs, Kan.—The Bonner Springs Mlg. & Coal Co. incorporated, capital stock, \$7,500.

Wichita, Kan.—I am not doing any grain business at present.—Sam H. Ranson, Ranson Grain Co.

Trousdale, Kan.—Only \$1.85 was taken when the safe of the Farmers Elvtr. Co. was blown here.

Argonia, Kan.—A new 24x24, one story brick office building will be erected for the Farmers Elvtr. Co.

Acres, Kan.—Mead & Gardiner have installed a new Kewanee Air Dump.—F. M. Mead, Ashland, Kan.

Kinsley, Kan.—Mr. William of Jetmore took Mr. Robert Swaggerty's place as mgr. of the Rock Mill & Elvtr Co. last month.

Ashland, Kan.—The Mead-Christman Grain Co. has been purchased by F. M. Mead and will be operated as the F. M. Mead Grain Co.

Lebanon, Kan.—The Farmers Union elvtr. here has been leased to the Farmers Union Elvtr. Co., of Kansas City. C. C. Moore is the mgr.

Balta (Russell p. o.), Kan.—Five thousand bus. of wheat were dumped on the ground when the end of the grain bin at the Russell Mlg. Co.'s elvtr. caved in a short time back.

Hutchinson, Kan.—William MacCauley is now connected with the John Hays Grain Co. here, having moved from Wichita where he was occupied in the employ of the I. H. Blood Grain Co.

Wichita, Kan.—G. A. Johnson, now connected with the Wichita Terminal Elvtr. Co., has been admitted to membership in the Board of Trade. He was formerly connected with Armour Grain Co.

Ellsmore, Kan.—The Ellsmore Mill & Elvtr. Co. is repairing and overhauling their elvtr. and installing a new sheller and drag dump, dump sink pit, and rearranging their motors. I have the contract.—J. T. Borton.

Garden City, Kan.—Work on the erection of the new Everly Grain Co.'s elvtr. will permit its operation by the last of this month. The lumber was on the ground last month and a large force of men under the direction of the Star Engineering Co. are progressing rapidly with the construction of the house. The plant is to have 35,000 bus. capacity, will be frame and covered with sheet metal. A 30x80 ft. warehouse is also included in the contract.

Wichita, Kan.—E. F. Beyer, of the Beyer Grain Co., who has been seriously ill at the local hospital, has been taken to his home but is still unable to see friends.

Salina, Kan.—C. R. Vestal, mgr. of Goff & Carkener, Inc., and of the Salina Board of Trade, has returned from Kansas City, where he underwent an operation on his throat. Although he is recovering nicely, Mr. Vestal is yet unable to be back at his work.

Wellsville, Kan.—S. E. Hunt, sec'y-treas. and general mgr., of the Star Grain & Lbr. Co., has severed his connections with that organization and will move to Lee's Summit, Mo., where he will devote his entire attention to his interests there and at Butler, Mo.

Quinter, Kan.—The building of the Quinter Mill & Elvtr. Co. was started by the Associated Mill & Elvtr. Co. The stockholders later bought it back from the hands of the receiver, into which it had gone, but they never finished it. I understand it is to be completed in the near future.—J. E. Reed, mgr. Farmers Co-op. Elvtr. Co.

Lebo, Kan.—J. L. Jones, who has been leasing the Black Elvtr. under the name of Lebo Grain & Elvtr. Co., has closed the house and moved to Buffalo, N. Y. to take charge of a feed mixing plant. We have leased the Black Elvtr. for this season and will operate it in connection with our plant here.—A. Carn mgr., the Grangers Co-op. Ass'n.

Oswego, Kan.—J. H. Karnes has purchased the Pearl Roller Milling Co.'s plant at a receiver's sale in Kansas City, Mo., and opened the latter week of last month. The Pearl Mlg. Co. has been incorporated with a capital stock of \$25,000 to carry on the business. The plant has a capacity of 400 bbls. An elvtr. is also operated in connection with the mill.

Ft. Scott, Kan.—News item under the heading of "Missouri" to the effect that O. M. Baker has sued the Mead-Patterson Grain & Feed Co. and myself is a malicious lie. There has been no suit filed. Baker was never a stockholder in the Mead-Patterson Co. The assets of the Mead-Patterson Co. were transferred to the Mead Feed Mfg. Co. 90 days before this item was published.—J. D. Mead.

Attica, Kan.—Robberies occurred recently in the offices of the Attica Mills, the Attica Grain & Elvtr. Co., and one other store in the town. This makes the second loss the elvtr. has suffered within a short period. The safe at the mill office was badly damaged because the combination dial was so badly bent, and broken by a chisel, but the thieves were unable to effect an entrance to the money chambers, because they were locked.

McPherson, Kan.—The Miller Grain Co. has installed a machine for treating smutty wheat, which the company has secured in an effort to do away with the blight which proved expensive for both farmers and elvtrs. and grain men this season. The machine, which can be rented from the company at a very small rental price, will treat from 30 to 40 bus. of wheat an hour. A 1½ h. p. engine provides the power to operate the machine.

Rosedale, Kan.—The preliminary foundation work for the Rosedale Mlg. Co., which is rebuilding on the site of the old Kimball Mill that burned in July, has been finished and the pouring of the concrete for the new building started early this month. The new plant will cost \$150,000 when completed. The plant is to have a capacity of 500 bbls. of flour and 500 bbls. of meal daily. The mill will be of concrete and brick, with storage for 150,000 bus. of grain. O. L. Bauer is pres.

LOUISIANA

New Orleans, La.—A platform of 15,000 bus. capacity and some other improvements will be made on the Stuyvesant Docks, the property of the Illinois Central.

New Orleans, La.—The Illinois Central R. is seeking to install a marine leg to facilitate the unloading of grain from barges or ships moored at the docks of its Stuyvesant dock elvtr. Grain is taken from barges or ships, carried thru the elvtr. and dropped into bins. At present the public elvtr. is the only one of the 3 or 4 in New Orleans which is equipped to do this. Some question is held as to whether a permit will be issued due to the public elvtr. having such equipment and it being the policy of the Dock Board to prevent acquisition by private interests of holdings on the river front, where public interests are deeply involved. It is reported that L. A. Atkinson has been authorized to prepare plans for the leg.

MARYLAND

Hancock, Md.—Bennett Mallotte's flour mill, near Needmore, burned recently, sustaining a loss of \$20,000.—P. J. P.

Baltimore, Md.—The following values have been established here, for insurance purposes, by the traffic bureau of the Baltimore Chamber of Commerce, on grain in export elvtrs: Canadian wheat, \$1.80 per bu.; domestic wheat, \$1.60; corn, \$1.50; rye, \$1.40; barley, \$1.10; oats, 75c.

MICHIGAN

Port Huron, Mich.—The Michelex Elvtr. Warehouse Co. recently overhauled its elvtr.

Azalia, Mich.—We also bought the elvtr. of the Michigan Mill Co. at this point.—Farner Bros. & Keinath, Dundee.

Stanton, Mich.—The Farmers Co-op. Elvtr. Co., also known as the Stanton Elvtr. Co., is building a new potato house to cost \$5,000.

McCords, Mich.—I now operate the Co-op. business Produce Co., and will handle only coal and produce and no grain.—R. E. Colby.

Sheridan, Mich.—Chas. O. Burgess has purchased the E. A. Rutherford elvtr. here and took possession Oct. 2. Mr. Burgess now operates elvtrs. at Stanton, Sidney and Sheridan.

Freeland, Mich.—A receiver for the Freed Elvtr. Co. has been denied the American State Bank, holding a mortgage for \$53,500. Defendants charge that the mortgage was not valid.

Charlotte, Mich.—Orrin E. Packard, 75, owner of Packard Mills, and located here since 1869, died Oct. 3 after an extended illness. Mr. Packard conducted one of the largest grain businesses in Eaton county. He and Mrs. Packard expected to celebrate their golden wedding anniversary in three months.

Allegan, Mich.—Loss, tentatively estimated at an amount approximating the \$30,000 insurance carried, was caused by fire in the 100-bbl. flour mill of the Allegan Mlg. Co., which raged for five long hours on the night of Sept. 24. The four-story building contained 15,000 bus. of wheat and several hundred barrels of flour. Much of the stock was damaged by water. The building will have to be rebuilt. A considerable amount of the machinery has been salvaged.

Grand Rapids, Mich.—A new partnership between Mark B. Gay and R. Van Dyke, president State Bank, Lowell, Mich., has been formed to continue the bean, binder twine, bag and grain jobbing business of the partnership formerly existing between Mark B. Gay, Edward J. Boyd and Ralph E. Gay, doing business under the name of Gay & Boyd, which was dissolved as of Sept. 30. The new organization will do business under the name of Gay & Co. The coal end of the business formerly done by Gay & Boyd will be continued by Ralph E. Gay, who for the past seven years has been traffic mgr. for the Bigt Mlg. Co. Mr. Boyd, who never was actively connected with Gay & Boyd sold his interest some time ago to the Gay Bros.—Gay & Co.

Chesaning, Mich.—The Chesaning Elvtr. Co. has been incorporated for \$40,000.

Mt. Pleasant, Mich.—The Isabella County Farm Bureau formally opened a new co-op. elvtr. Sept. 25, to be known as the Mt. Pleasant Elvtr. Co.

MINNESOTA

Mapleton, Minn.—The Equity Elvtr. burned Oct. 2, loss \$5,000.

Jackson, Minn.—Leonard Peterson succeeded Frank Page as mgr. of the Farmers Elvtr. here.

Priam, Minn.—Lightning caused a small loss to the elvtr. of the New London Mlg. Co. on Sept. 25.

Montevideo, Minn.—The Montevideo Farmers Co-op. Elvtr. & Trading Co. has been destroyed by fire. The loss is estimated at \$15,000.

Huntley, Minn.—The Hunting Elvtr. Co. has bought and is operating the Farmers Elvtr. here.—Thos. E. Meany, agt. Hunting Elvtr. Co., Saint Clair, Minn.

Clara City, Minn.—Walter Reiners, who has had charge of the Farmers Elvtr. here, has resigned and will be succeeded by Alfred C. Jackell of Beaver Creek.

Duluth, Minn.—L. J. Teske has been elected to membership in the Board of Trade. The membership of H. F. McCarthy has been transferred.—Chas. F. MacDonald, sec'y.

Wells, Minn.—Allous Meyers, son of Val Meyers, mgr. of the Farmers Elvtr. Co., died recently from the effects of an attack of tonsillitis. He had been bookkeeper for his father for a number of years.

Cokato, Minn.—McCabe Bros., with offices in the Minneapolis Chamber of Commerce, opened the Farmers Elvtr. which was closed pending an investigation resulting from a 30,000-bus. shortage; G. R. Treaner of Litchfield is now the local buyer.

Emerado, Minn.—Alfred Malen, formerly mgr. of the Farmers Elvtr. Co. at Lancaster, succeeded C. H. Nystrom as mgr. of the Farmers Co-op. Elvtr. Co. Mr. Nystrom is now located as mgr. with the March Farmers Elvtr. Co., Warren, Minn.

Bowlus, Minn.—H. N. Lunde, of Dwight, N. D., has taken possession of the elvtr. formerly operated by Louis Kohn. Mr. Lunde was mgr. for a farmers elvtr. before coming to this point. Mr. Kohn still retains his potato warehouse, which he will operate himself.

Essig, Minn.—This elvtr. was remodeled a short time ago. In addition to the new leg, as reported, a five h. p. motor was installed in the elvtr. and a flour warehouse with 500-bbls. capacity was erected. T. E. Ibberson did the work.—L. H. Albrecht, agt., Eagle Roller Mills Co.

MINNEAPOLIS LETTER.

Effective Oct. 1, the State Railroad and Warehouse Commission reduced the charge for both re-inspection and appeals from \$2 to \$1.50 per car.

Jack Allen is now connected with the Russell-Miller Mlg. Co., having severed his connections, after spending many years, with the McCaull-Dinsmore Co.

The Interior Malt & Grain Co., owned by a syndicate of Milwaukee capitalists interested in the malting industry, has purchased the plant of the Pioneer Malting Co. from J. R. Stewart.

E. C. Michener, who has been a partner with F. H. Peavey & Co. for several years, retired Oct. 5, and the following are now partners: George W. Peavey, Frank T. Hefflinger and Frederick B. Wells, son and sons-in-law, respectively, of the senior partner.

Contract for the construction of a 500,000-bu. additional storage annex to the Marquette Elvtr. has been awarded the Barnett & Record Co. by the Gregory-Jennison Co. The addition will consist of 16 concrete tanks, which will give the company a total capacity of 1,000,000 bus.

Getchell, Tanton Co. has moved into larger quarters in the Chamber of Commerce building.

William M. Tenney, 82, died in Boston recently. His sons, David D. Tenney, pres. of the Tenney Co., Minneapolis and Duluth grain merchants, and Frank C. Tenney, Duluth, vice-pres. of the Tenney Co., and his wife, are survivors.

At the annual election of officers of the Minneapolis Chamber of Commerce held on the exchange floor on Oct. 2, the following were elected: A. L. Searle, pres.; Shreve M. Archer, 2nd vice-pres.; directors for two years: W. J. Russell, Geo. P. Case, C. T. Stevenson, H. G. Dickey and P. B. Getchell; director for one year, E. E. Mitchell; Board of Arbitration, C. E. Lockerby and J. H. Staddon; Board of Appeals, J. H. Rihelaffer and E. L. Doherty.

MISSOURI

Craig, Mo.—G. H. Birchard has the contract for our new house.—Brownfield & Teare.

California, Mo.—B. M. Gattermeir, 46, who for 20 years operated the mill of the Gattermeir Mlg. Co., and was actively engaged in the grain business, died at Olean.

Gorin, Mo.—The Gorin Elevator Co.'s elvtr., owned by Joe Bertram, burned to the ground shortly after midnight Sept. 18. About a carload of wheat was burned, the fire supposedly having started in the containing bin.

Lamar, Mo.—The Morrow-Kidder Mlg. Co., of Carthage, which leased the Egger Elvtr. from the State Financing Department about three months ago, has given it up. The arrangement was that they were to pay one cent a bushel for all the grain handled. The company handles so very little grain that it didn't pay it to hold the elvtr.—P. J. P.

St. Joseph, Mo.—George W. Carter, pres. of the Carter-Williams Grain & Coal Co., filed an application in the federal court recently to purge himself of contempt. The last four months Carter has been in the Buchanan County jail, where he was remanded for contempt. It was charged Carter withheld \$7,000 of the assets of his company in bankruptcy proceedings.

Appleton City, Mo.—Our elvtr. and warehouse and office were completely destroyed by fire Oct. 1. The fire started in a hay warehouse and did about \$40,000 damage altogether. Four buildings, one being the hay warehouse where the blaze originated, belonging to M. C. Grider, the Farmers elvtr. and warehouse, and a hay warehouse belonging to C. A. Lawrence, were all destroyed.—H. L. Shacklett, mgr., Farmers Elvtr.

Springfield, Mo.—An order granting John E. Cahill, assignee for the benefit of creditors of the Inter-State Mlg. Co., which company some time ago made assignment for the benefit of its creditors, authority to sell certain real estate and other property belonging to the company to the Springfield Flour & Feed Co., was made in the circuit court recently. Mr. Cahill stated that the offer of the Springfield Flour & Feed Co. is the best he has been able to get for the property.

ST. LOUIS LETTER.

Charles E. Slayback, who was a pres. of the St. Louis Merchants Exchange 42 years ago, died early this month at his home in Chicago at the age of 83. Mr. Slayback did business under the firm names of C. E. Slayback & Bro. and later as Slayback, Smyth & Co.

The grain dealers' special train from the Cincinnati convention to St. Louis made fast time over the Pennsylvania, having left Cincinnati at 11:30 p. m. and arrived at St. Louis at 8 o'clock as the second section of the fast mail. There were 56 in the party of grain dealers, and T. A. Bryant, who worked hard to make the special a success, is gratified at the speed made both ways.

Memberships have been posted for purchase and cancellation in the Merchants Exchange by Walter Aufderheide and Harold L. Hunt.

KANSAS CITY LETTER.

Volume of trading in millfeeds has assumed large proportions during the past month in the trading room established by local feed jobbers and mill representatives in the Board of Trade Annex. The meetings take the place of the informal curb market which has always existed.

Members of the Board of Trade voted Oct. 2 to rescind rules governing future trading in provisions, which never has been conducted here. The services of Charles Werner, provision inspector, will be dispensed with, but it is understood he will be retained by the packing houses as a registrar.

Charles B. Neal, who has been doing a grain brokerage business at Omaha under the name of Neal Grain Co., has closed out his business there and will engage likewise in this market. Mr. Neal is a son of the late Charles T. Neal, who was vice-pres. and regional representative at Omaha of the United States Grain Corporation during the war.

Carl Scothorne, who for the past several years has been connected with the Shellabarger Mill & Elvtr. Co., left that organization Oct. 1 to take a position with the Logan Bros. Grain Co. of this city. For the past two years Mr. Scothorne has been assistant in the sales department of the Shellabarger Mill & Elvtr. Co. He will travel the southwest Kansas territory for Logan Bros. Grain Co.

The Farmers Union Jobbing Ass'n was fined \$500 by directors of the Board of Trade for violating the advertising rule of the exchange, which prevents firms from sending gifts or other material to shippers in an effort to attract business. The charges upon which the fine was based stated the firm had distributed a free book for recording car loadings, with an advertisement of the firm therein.

MONTANA

Belfry, Mont.—Mr. Lang, of Columbus, succeeds M. G. Rauch as mgr. of the Occident Elvtr. Co. here. Mr. Rauch goes to Joliet.

Glasgow, Mont.—E. W. Feehan has taken the management of the Imperial Elvtr. here. He has bought grain in Valley county for several years.

NEBRASKA

Superior, Neb.—We are putting in a sack elvtr. and a pancake flour mixer.—Chas. Harber, Superior Milling Co.

Omaha, Neb.—Nathan C. Sears, pres. of the Doane-Sears Co., which operates an elvtr. at Dallas, S. D., died at his home Sept. 30.

Omaha, Neb.—The Nebraska Farmers Co-operative Grain & Live Stock state Ass'n will hold its annual convention in the Rome Hotel here on Nov. 18, 19 and 20.

Norfolk, Neb.—Thomas J. Smith, formerly a member of the Kansas City Board of Trade, but more recently engaged in business at this point, died from a stroke of apoplexy.

Kenesaw, Neb.—H. M. Russell has been appointed receiver for the Whiteley Mfg. Co. and the plant will be sold Oct. 17 at Hastings. The mill has 100 bbls. daily capacity.

Holdrege, Neb.—C. E. Johnson & Sons purchased the Bodman McConaughy Co.'s elvtr. and operated same until recently when it was burned. They are still in the livestock business.—F. E. Young.

Mullen, Neb.—Greek Cox has succeeded F. W. Pool as mgr. of the Farmers Union Co-op. Ass'n. Both of them were employed at the elvtr. until the directors decided to cut overhead expenses. Mr. Pool handed in his resignation, believing that the amount of necessary work required is far too much for one individual to handle successfully alone.

Crofton, Neb.—Emil Eliasson succeeds Nial Viles as mgr. of the Farmers Grain & Stock Co.

Utica, Neb.—The Utica Mfg. Co. is going to be compelled to move its mill off the right of way or operate an elvtr. in connection with it, as under existing conditions the railroad company gets no business from it.

Columbus, Neb.—George T. Lowman has been appointed trustee in the volunteer bankruptcy case of the Elvtr. Roller Mills. Liabilities exceed \$33,000, while its assets are limited to the mill property, estimated at about \$25,000 valuation and \$500 personal property.

Fremont, Neb.—The Fremont Grain & Lumber Co. has been incorporated with a capital stock of \$250,000 to take over the local elvtr. and coal and lumber yards of the Nye-Schneider-Jenks Co., with elvtr. B excepted. J. Rex Henry is pres. of the new organization; J. A. Yager, vice-pres.; Wilson B. Reynolds, sec'y; William Hanson, treas. These and the following are named as directors: E. J. Slater, E. W. Taylor, C. S. Crittendon and L. J. Thorne. Nye-Schneider-Jenks Co. will retain elvtr. B for the transaction of its business at Fremont, and will likewise retain its holdings in near-by territory. One-half of the stock in the new company will also be held by Nye-Schneider-Jenks Co. The purpose is to get patrons interested and to have many small stockholders instead of a few large ones.

Omaha, Neb.—W. H. Chambers, for many years in the grain business here but for the last six years farming in Texas, has recovered his health and expects to return to the grain business shortly. When his failing health forced him to leave Omaha he turned his business over to his old friend Swearingen, who has since passed on. Mr. Swearingen's interest in the United States Grain Co. was then sold to his assistant, Albert Hedlund, who has been running the business with his brother John S. Hedlund, an experienced traffic man, since the death of Mr. Swearingen. Mr. Chambers will take an interest in the company and return to the business again and hopes to handle the trade of his old time customers. He is now closing out his business at Keechi, Texas, where he has been ranching and stock raising, and after a short trip to the Pacific Coast will strike out for Omaha, arriving there about Nov. 10. The company will operate exclusively as buyers' agent for their account in the Omaha market on outgoing business only.

NEW ENGLAND

Boston, Mass.—The new \$6,000,000 home of the Boston Chamber of Commerce was opened Oct. 6. Boston now claims the distinction of having the largest Chamber of Commerce in the United States, with more than 8,000 members, and also has the largest and best equipped organization building in the country.

NEW MEXICO

Capulin, N. M.—Maxwell & Hillyer are completing an elvtr. here.—M. O. Drumm Co., Raton, N. M.

Clovis, N. M.—The Clovis Mill & Elvtr. Co. let contract to A. F. Roberts Co. for the erection of a two-story warehouse addition to their elvtr. The addition will be 50x30 ft. and will have a storage capacity of 60 car loads of flour and feed.

NEW YORK

Herkimer, N. Y.—We have sold out of the grain business, a business that was 50 years old, and don't expect to go in the same line again.—B. L. Kilbourn, agt. (It was reported in the last issue that Mr. Kilbourn would act as agent for the newly organized Acorn Grain & Mfg. Co., which purchased the grain and feed business of G. M. Helmer here.)

Utica, N. Y.—The Ogden Grain Co. reduced its capital from \$150,000 to \$50,000.

Wyoming, N. Y.—George W. Haxton, Son are enlarging their elvtr. and warehouse.

Rochester, N. Y.—The warehouse and mill of the Newman Bros. Grain Co. were destroyed by fire Sept. 31, causing \$50,000 damage. The property will be rebuilt on a large scale. Much of the stock of grain damaged by the fire was salvaged. A near-by shed has been pushed into use for storing purposes, delivery being made direct from cars.

BUFFALO LETTER.

President Albert H. Wheeler, 83, head of the Wheeler-Monarch Elvtr. Co., died at home Sept. 25. Mr. Wheeler has been in the elvtr. business for 55 years; he was also serving his 28th year as pres. of the Western Savings Bank at the time of his death.

The Evans Grain Elevator Corp. has been chartered under the New York laws by R. F. Fische, F. Winch and G. G. Smith with shares of common stock, no par value. It is expected to operate the Evans Elvtr. The company succeeds George E. Pierce, Inc.

Claims aggregating \$400,000 have been filed by attorneys in behalf of farmers who have stored wheat and produce in the western New York warehouses of L. E. Sand & Co., Albion. The crops are said to have disappeared and the owners have not been paid for the holdings.

The Russell-Miller Mfg. Co. has started a new mill, capacity 3,000-bbls. daily. An elvtr. of 2,250,000-bus. capacity is alongside the mill. Cheap lake freight was one of the vital reasons for locating the mills here. M. F. Mayoy will have charge of the management of the mills and H. H. Trapp will be the superintendent.

NORTH DAKOTA

Lehr, N. D.—J. P. Eichorn succeeds M. Nagel & Co.—J. J. Mack.

Park River, N. D.—The Park River Mill Co.'s plant will probably not be rebuilt.

Antler, N. D.—C. H. Raney is mgr. for the recently opened Farmers Elvtr. Co.'s elvtr.

Litchville, N. D.—Litchville Seed & Grain Co. has succeeded the Litchville Feed Mill Co.

Antelope, N. D.—Fire did slight damage to the elvtr. of the Occident Elvtr. Co. a short while back.

Denbigh, N. D.—George M. Larson is now mgr. of the Denbigh Farmers Elvtr. Co., succeeding Iver Eidsness.

White Earth, N. D.—H. C. Tronson has been succeeded by H. E. Schenechal as mgr. of the Farmers Grain Ass'n.

Appam, N. D.—L. E. Broe is again mgr. of the Farmers Elvtr. Co. here. He has been succeeded at Berwick by M. Brassett.

Edgerly, N. D.—C. L. Packard, formerly located at Elliott, will replace Ernest Steele as mgr. of the Edgerly Co-op. Grain Co.

Sarles, N. D.—K. R. Gray & Co.'s elvtr. suffered slight damage from exposure while the house of the Farmers Co-op. Elvtr. Co. burned.

Rhame, N. D.—Nick Hennen has been chosen as mgr. of the Farmers Equity Union, coming from Lisbon, where he was engaged with the Equity Elvtr. & Trading Co.

Noonan, N. D.—The 4,000-bus. annex to the Farmers Elvtr. Co. is practically completed. The addition was built over the driveway. T. E. Ibberson had the contract.

Coleharbor, N. D.—W. C. Adams, formerly mgr. of the Benedict Farmers Co-op. Elvtr. Co., at Benedict, has become mgr. of the Farmers Elvtr. & Trading Co., succeeding Sig. Holmberg, while the latter succeeds M. Adams at Benedict.

Dunseith, N. D.—Considerable damage was done to the house of the Imperial Elvtr. Co. when it was struck by lightning. Repairs have been made, a Kewanee Dump and new scale installed by T. E. Ibberson.—H. L. Irwin.

Belfield, N. D.—The Belfield Farmers Union Elvtr. Co. is now building a new 40,000-bu. house to replace the one that burned three weeks ago.—Fred Esslinger, mgr., Farmers Co-op. Union Elvtr. Co., Dickinson, N. D.

Berlin, N. D.—C. H. Helmbrecht succeeds V. T. O'Neill as mgr. of the Equity Elvtr. & Trading Co. here. Mr. O'Neill is now connected with the Napoleon Farmers Elvtr. Co., Napoleon, where he succeeds O. W. Cronin.

Ryder, N. D.—We have installed a new air compressor. The Minnekota Elvtr. Co. replaced their old wooden driveway with a concrete and dirt driveway. T. E. Ibberson did the work.—Ryder Grain Co., Chas. Inches, mgr.

New England, N. D.—The new elvtr. for the Western Lumber & Grain Co., rather than the Bowman Lbr. & Grain Co., the headquarters are maintained at Bowman, N. D., has been completed. The house, which is termed as an annex, has 20,000-bus. capacity.

Linton, N. D.—We installed a Strong-Scott air dump, a 5-h. p. motor head silent chain drive, a 2-h. p. motor on cleaner, a 1-h. p. motor compressor, and one compressor to engine. Can use either motor power or 8-h. p. Fairbanks-Morse gas engine.—Bosch & Kruger.

Maxbass, N. D.—Thomas Worthing has succeeded J. A. Buckingham as mgr. of the Farmers Co-op. Elvtr. here. Mr. Worthing was ass't mgr. at Clementville. Mr. Buckingham has become agent for Cargill Comm. Co. here, where they will operate the Gruber Lumber House.

Hansboro, N. D.—We have just installed a new 20-in. roller strand and scratch feed mill, a new 15-h. p. Diesel engine, and are also putting in a new belt and rope drive for the engine in place of chain. The T. E. Ibberson Co. is doing the work for us.—Wm. Wilson, mgr., Farmers Grain Co.

OHIO

Columbus, O.—Dorothy Garver, daughter of Mr. and Mrs. C. O. Garver, played for the radio here this summer.

Cleveland, O.—The Stadler Products Co. has placed their order with J. M. Bell for another Bauer 36-in. motor driven crackling roller equipped with two 50-h.p. motors.

Fostoria, O.—Our soft winter wheat flour mill has been sold, but not our elvtr. as heretofore reported. We are installing new machinery for drying corn.—Oscar Slone, mgr., the Fostoria Mlg. & Grain Co.

Cincinnati, O.—Vinton Perin, member of the firm of Perin Bros. & Brouse, confessed to the shooting of his mother-in-law, and is being held to the grand jury without bail. When found he had four poison tablets and \$87.

Piqua, O.—The Fristoe Grain Co. will install a belt drive attrition mill about Dec. 1. The change was made necessary by the increase in its grinding business. The order for the machinery was placed with J. M. Bell, of Union Bros. Co.

Pemberton, O.—J. W. Simmons, of Sidney, is remodeling his elvtr. at this point. In addition to building a new office and having his track moved, the elvtr. will be overhauled and some new machinery installed. An order for a 20-in. Bauer ball bearing attrition mill has been placed with J. M. Bell.

Deshler, O.—George C. Dull has taken over the Harris interests of the old firm of Dull Harris and is now dealing in grain, coal, and feeds under the name of George Dull Grain Co.

Columbus, O.—Our fall meeting will be held here Nov. 19-20, place to be announced later.—Ohio Millers State Ass'n.

Ostrander, O.—Odell Liggett is not operating an elvtr. here now. He is a partner in the firm of Clinton Duncan & Co., dealers in hay and straw.—C. D. Colhoun, mgr., Ostrander Farmers Exchange Co.

Ostrander, O.—In addition to the 24-inch Bauer Ball-Bearing Single Disc Mill we just installed in our elvtr., we also installed two motors, one 10-h.p., and one 25-h.p. to operate the mill and the elvtr.—C. D. Colhoun, mgr., Ostrander Farmers Exchange Co.

Tiffin, O.—Over \$2,200.00 in checks and nearly \$300 cash was the haul made by yeggs who blew the safe in the office of the Tiffin Farmers Exchange Co. elvtr. Sept. 21. The rear door was forced for entrance purposes; the office being gained through a small window. F. C. Sparks, mgr. of the plant, stated that he noted noises outside of the office Saturday night before he left at 10:00 p. m.

Stryker, O.—The Stryker Farmers Exchange Co. has started work on their new warehouse and feed plant. The building will be 24x40 ft. and will be equipped with a 24-in. Bauer motor driven attrition mill, a Bauer cob crusher, a Eureka mixer, several motors, a Sidney crack corn grader, Sidney transmission and elevating equipment. When complete the plant will be most modern. J. M. Bell furnished the plans and the machinery.

OKLAHOMA

Helena, Okla.—Elmer Estill completed negotiations for the leasing of the elvtr. here.

Chattanooga, Okla.—The new 10,000-bu. iron clad elvtr. being built for P. A. Cope is practically completed.

Buffalo, Okla.—M. V. Braly is present mgr. of the Buffalo Farmers Co-op. Elvtr. Co., succeeding James Litz.

Jefferson, Okla.—The Hacker Flour Mills Co. is the style of the new company formed recently to operate the daylight flour mill formerly owned by Morrison Bros.

Claremore, Okla.—The directors of the Grain Dealers National Ass'n have voted to expel the O'Bannon Co., for refusal to pay arbitration award in a case with the Citrus Belt Mlg. Co., of Pomona, Cal.

Bartlesville, Okla.—The elvtr. here built in 1918 by the Turner Commission Co., which was connected with the Rea-Patterson Mlg. Co., has been sold and is in the possession of Geo. C. Pinkerton and Bert Phillips of Coulterville, Ill.

Kingfisher, Okla.—The Zalabak Grain Co. is increasing the storage capacity of their elvtr. about 8,000-bus., giving them a total capacity of 25,000 bus. Otto Zalabak also installed a feed grinder for custom grinding in addition to the line of feeds carried. The fire we had last month started in the iron-clad cupola of our elvtr. "C." The damage amounted to approximately \$25,000.—J. A. Ruth, v.-pres.-mgr., The Oklahoma Mill Co.

OREGON

Salem, Ore.—The Willamette Valley Grain Dealers Ass'n held a meeting here Sept. 24. Due to the bad weather the turnout was light, so the assemblage turned to a profitable day of informal discussion.

Portland, Ore.—Our company, which just opened an office here as published in the last issue of the Journal, act as brokers and do not operate line houses or elvtrs.—M. M. Lanzer, mgr., Gordon T. Shaw.

PENNSYLVANIA

Sharpsville, Pa.—Fire did \$25,000 damage to the Boyd Mlg. Co.'s plant. It was partly covered by insurance.

Philadelphia, Pa.—The Barnes-Irwin Co., Inc., has made application for membership in the Commercial Exchange.

Highspire, Pa.—Output is to be doubled by the Highspire Flour Mills. The company now has a 100-bbl. mill. Work has been resumed at the plant.

Wilkes-Barre, Pa.—T. R. Hillard has been elected pres. of the Miner-Hillard Mlg. Co., succeeding the late General Asher Miner, who died Sept. 2. Robert C. Miner was elected vice-pres. and general manager, and John L. Corcoran assistant treasurer. The company is a large dealer in grain as well as being noted millers.

SOUTH DAKOTA

Fife (Mina, p. o.), S. D.—A new grain storage building is being erected here for the Brown Elvtr. Co. of Minneapolis.

Broadland, S. D.—The Atlas Elvtr. Co. has opened their new elvtr. which replaces the one destroyed by lightning and fire a short time ago.

Kaylor, S. D.—The new plant being built for the Kaylor Farmers Elvtr. Co., to replace the one they lost thru fire, is nearing completion.

Yale, S. D.—The old Yale Grain Co., now known as the Sheldon F. Reese Elvtr., has been repainted, repaired and remodeled, and a cleaner has been installed.

Toronto, S. D.—Lightning struck the Farmers Elvtr. Co.'s house at 4 a. m. Sept. 21, setting fire to the elvtr., tho put out by fast work. Only small damage loss resulted.

Lemmon, S. D.—A small amount of money was obtained at the elvtr. of the Lemmon Equity Exchange when thieves entered recently. The Western Elvtr. was also searched, tho nothing was obtained.

Florence, S. D.—In addition to being painted the Great Western Grain Co.'s Elvtr. installed a Kewanee air lift in their house. It is the first lift installed in this town.—P. N. Lemke, agt., Great Western Grain Co.

Huron, S. D.—We will start our new cereal mill and feed plant Oct. 10. Will manufacture a full line of feeds for dairy, poultry, etc., also corn meal, buckwheat flour, graham and whole wheat and self-raising pancake flour. Electric machinery was installed, including a Williams Special BX used in manufacturing our flour.—T. C. Cruty, miller, Sheldon F. Reese Elvtr.

TENNESSEE

Memphis, Tenn.—We have no successor. The business is liquidated.—J. E. Tate & Co.

Nashville, Tenn.—A meeting of the creditors of the Liberty Mills, called by the stockholders, expressed a determination to preserve the mills as one of Nashville's important industrial assets and A. D. Bryan was named as custodian of the property. A statement by officers of the mills showed liabilities approximating \$250,000 with assets including merchandise, accounts and real estate considerably in excess of liabilities. It was unanimously decided that bankruptcy proceedings were unnecessary. There is a possibility of reorganization.

Union City, Tenn.—The grain elvtr. and equipment formerly operated by the Union City Elvtr. Co. has been sold to the Gillette Grain Co. of Nashville, according to announcement made by Oce Spradlin. The new owners will put the plant in first-class condition at once and will probably move their St. Louis office here and conduct their business from this point. The elvtr. has a storage capacity of 100,000 bus. of grain and since the closing of the Motlow Mlg. Co.'s plant on account of that property having burned some time ago, another warehouse for the storage of grain has been very sorely needed here.

Duck River, Tenn.—The Hardison Mills were offered for sale at auction, Sept. 25, but there were no bidders. The plant is located near Columbia, Tenn., has fine water power equipment, and includes adjacent land and other property. It is one of the oldest in this section of the country.

TEXAS

Sherman, Tex.—An electrical short circuit in the fire resistive mill of the Fant Mfg. Co. caused slight damage Sept. 22.

Winnsboro, Tex.—Acker-McCain Co. has succeeded Will C. Anderson at this point. The former company maintain a branch at Jacksonville.—W. J. Lawther, Dallas.

Pittsburg, Tex.—Tho Mr. Anderson has discontinued his business at Winnsboro, he will continue operating the Anderson Grain & Gro. Co. here.—W. J. Lawther, Dallas.

Longview, Tex.—Insurance covers the loss sustained by proprietor George Tate to the warehouse in the rear of the Longview Grain Co.'s plant. Water and fire damaged the building, 40 bales of hay, and some feedstuffs.

Corpus Christi, Tex.—The warehouse and elvtr. of the Taylor Grain & Elvtr. Co. were destroyed by fire. The two remaining warehouses were purchased by us. Mr. Taylor has since moved to San Antonio.—Leo Bluntzer Grain Co. (Leo Bluntzer was traffic mgr. for Taylor Grain Co. for eight years preceding the fire.)

Hale Center, Tex.—The Chapman Mfg. Co. own and operate the elvtr. formerly known as the Hale Center Elvtr. Co. They are remodeling their office. Headquarters for the Chapman Co. are maintained at Sherman, Tex. D. P. Bates & Co. operate where O. C. Sanders did business before retiring. Our firm name is now the Porter Elvtr. Co. instead of the Porter Grain Co.—W. L. Porter.

Houston, Tex., Oct. 7.—The Port Commission has authorized the immediate construction of a Million Bushel Concrete Grain Elevator at the Port of Houston. This elevator will be erected in the rear of Wharf No. 14 with carrier house about 600 feet long extending to the wharf and in each direction along the face of the wharf with probable extensions at a later date to wharves 13 and 15. Complete plans have been prepared by the John S. Metcalf Co., and it is expected that work will be pushed through to early completion. The first unit calls for one million bushels storage, but the work house is designed so that additional storage up to six million bushels can be handled through the plant. Charles Crotty, Asst. Port Director.

UTAH

Ephraim, Utah.—The safe belonging to the Ephraim Mill & Elvtr. Co. was blown by robbers recently, and \$125 taken.

Salt Lake City, Utah.—Fire, which wrecked the grain, feed and seed house of the Porter-Walton Co., did approximately \$50,000 damage. The loss was practically covered by insurance.

WASHINGTON

Medicine Lake, Wash.—S. L. Parry, former lessee of the Medicine Lake Grain & Mfg. Co., Inc. until this summer, is dead. His son came out with the intention of continuing the lease, but did not do so. The property will be leased again.—J. L. Goldback, Ashignee.

Hay, Wash.—Fire destroyed the bulk grain elvtr., 10,000-bus. of wheat and 80 tons of coal Sept. 18. The house was operated by Cox & Brandon for the Mikkelsen Grain Co. of Spokane, who in turn, leased the house from the Tri-State Terminal Co., also of Spokane. The building was insured for \$12,000 and the grain was also covered, but the coal bunkers were not. The total loss is estimated at \$30,000.

WISCONSIN

Horicon, Wis.—A. E. Spring, local mgr. for the Armour Grain Co. at Leaf River, Ill., which was taken over by the Grain Marketing Co., has accepted a similar position here.

Green Bay, Wis.—James Stewart & Co. have nearly completed the 750,000-bu. reinforced concrete storage annex to the Green Bay & Western Railroad's elvtr. which is operated by the Cargill Grain Co.

Tabor, Wis.—A large warehouse to store feed and grain for the farmers is being erected here by Mat. Matson, of North Racine. The building, an all-steel structure, is 32x74 ft. The estimated cost is \$5,000. It will be completed within a few weeks.

Clear Lake, Wis.—The New Richmond Roller Mills Co. of New Richmond, Wis., leased the feed mill of the Farmers Mfg. Co. here rather than an elvtr. This they will run in connection with their own elvtr. here. Lloyd Gowan, who formerly was located at New Richmond with the Roller Mills Co., is in charge.

Watertown, Wis.—The Globe Mfg. Co. recently installed a 300 h. p. Fairbanks-Morse semi-Diesel type "Y" oil engine to supply surplus power as needed in connection with the water power on the Rock river. The new unit supplants a steam generating plant and electric motor drive. The company also operates an elvtr.

MILWAUKEE LETTER.

The October rate of interest has been determined by the finance com'te of the Chamber of Commerce at 6%.

Corporation membership privileges in the Milwaukee Chamber of Commerce have been

More Governmental Waste.

Secretary Hoover's reputation for practicability in his work in the interest of business of all classes will suffer seriously in the eyes of the wheat industry as a result of his latest proposal for a new federal marketing board. As presented last week to the American Dairy Federation at its meeting in Milwaukee, the proposal, it seems, involves the discarding of some very valuable servants in the marketing of wheat and other farm products and the setting up of duplicate and useless machinery for effecting distribution. The plan seems comprehensive, but, with the great need being to reduce extravagance in marketing even with the higher prices now prevailing, there is no sound excuse for supporting it.

The new Hoover proposal involves a federal marketing board to be composed of certain members of the cabinet, appointees to be named by co-operatives, and a minority from terminal marketing associations to be organized under the plan. Why bother with cabinet officers in farm marketing? If there are any now who are so wise as to know when to tell farmers and others to buy and when to sell, they have been keeping their talents in hiding. No individual and no body of individuals can be expected to lead the nation in marketing to better advantage than those who are serving in the distribution of wheat and other products in various capacities. These servants are in reality members of a great national board who are occupying executive positions and filling other functions neither for political reasons nor for their ability to make speeches or to talk themselves into jobs. They are serving because of sheer merit in open competition.

A staff of men skilled in co-operation to give advice is also suggested. The board would also be authorized to work with the Department of Agriculture in establishing standards. The distribution of market information to lessen the "chaos in shipments" is also proposed. It would co-operate with the Department of Commerce in export problems, represent marketing interests before the Interstate

Commerce Commission and Federal Trade Commission and issue federal licenses to co-operatives.

The foregoing also means only waste. Already the Department of Agriculture has spent much money employing experts on co-operation and in issuing all sorts of advice on co-operation. This has been practically a waste, and there is no excuse for more wasting. There are organizations aplenty now at work on standards without enlisting another board with the corps of secretaries and clerks that would follow. The Department of Agriculture has spent many thousands and is still spending with a free hand to deal with this so-called chaos in shipments. It has tried about everything, including the leasing of a private wire system from coast to coast to gather data. The dividends from these expenditures are almost nil, although it must be said for the agricultural department that it tried hard enough to do something worth while.

If the Department of Commerce needs any advice on what measures to take in dealing with export questions, all it has to do is to make known its desires to bring to it the assistance of large numbers of practical men without expense. Hence, why more waste?

The suggestion for the issuance of federal charters will be resented. There is no sound reason for setting up a co-operative body under the wings of the government when the history of such bodies in the wheat industry, at least, proves that they are an expensive form of marketing. Why pick out co-operative marketing bodies for federal chartering? Is it planned to surround pools with a halo?

Secretary Hoover is supposed to have had enough experience with the marketing interests of the country to know better than to launch the proposal that he thinks will make for more efficiency in distribution. Those who have respected his judgment on marketing problems will be led to wonder whether his service in the Department of Commerce has made him a victim of the fever for useless interference in the distribution of farm products that seems to be raging in Washington.—The Southwestern Miller.

granted to the Hales Mfg. Co., Mapl-Flak Mills, Inc., and Grain Marketing Co.

Henry W. Pletch, of the Scotts-Pletch Grain Co., Algona, Ia., has been elected to membership in the Milwaukee Chamber of Commerce and the membership of Geo. D. Knab has been transferred.

Elvtr. "B" of the Atlas Flour Mills, Bernhardt Stern & Sons, Inc., with 400,000-bus. capacity, has been designated by the Board of Directors of the Chamber of Commerce as a registered storage house under the rules of the Chamber.

W. J. Armstrong is back in the grain trade again. He was a prominent member of the Milwaukee trade for many years, but withdrew for a time recently. He is now connected with the LaBudde Feed & Grain Co., covering the Wisconsin territory for the sale of feeds. He was a sergeant at arms for the National Hay Ass'n conventions for years, conducting personally the largest hay business in Milwaukee.

PRESIDENT COOLIDGE will address the mid-year meeting of the Eastern Division of the Chamber of Commerce of the United States to be held in the new home of the Chamber at Washington, October 23 and 24. The president will speak in the auditorium of the new building at noon on the final day of the meeting.

DROUGHTY WEATHER prevailed in Australia during July and early August and caused considerable anxiety. The weather experienced in South Australia during July was the driest for that month in 85 years. Condition of wheat in northern Victoria and southern New South Wales was good and the plants well rooted. Recent rains in the territory have made the grain prospects excellent.

Commerce Commission and Federal Trade Commission and issue federal licenses to co-operatives.

Seeds

COLORADO SPRINGS, COLO.—The Colorado State Pure Seed Show will be held here Nov. 17-22.

THE IDAHO Grimm Alfalfa Seed Growers have promoted H. L. Kennedy to a position as their sales manager.

LEACHVILLE, MO.—The R. E. Blaylock Seed Co., of Blythedale, contemplates establishing a branch store here this fall.

LOMAX, ILL.—E. G. Lewis Seed Co., of Media, Ill., is establishing a branch here for the buying and handling of seed corn.

RIVERTON, IA.—G. A. Chambers has sold his interest in the Sherman-Chambers Seed Co. His partner, W. G. Sherman, now runs the business alone.

FORT COLLINS, COLO.—The Fort Collins Seed Co. has moved into new quarters, where it has made numerous improvements and installed new equipment.

CHICAGO, ILL.—H. Sider & Son, Inc., has been organized with \$15,000 capital to buy, manufacture and sell broom corn, whisk brooms, etc., by Hyman, Max B. and Ida Sider.

SOLOMON, KAN.—The Solomon Seed Co. has started business, specializing in Kansas-grown alfalfa, can, kafir, Sudan and millet, with Chas. Henning, Jr., and V. Ralph McCollough at its head.

TIFFIN, O.—Walter G. Trumpler, operating lessee of the Tiffin Farmers Exchange Seed Elevator, has added a commodious storage building, giving 2,000 square feet more of floor space to his facilities.

DENVER, COLO.—W. P. Stubbs has taken a position as manager of the Denver Branch of the Barteldes Seed Co., of Lawrence, Kan. Mr. Stubbs was formerly manager of Wood-Stubbs & Co., dealing in seeds, at Louisville, Ky.

URBANA, ILL.—The College of Agriculture, University of Illinois, held 10 conferences the later week in September, as a part of its program to help the farmers cope with the threatened seed corn shortage, which is, apparently, inevitable.

INDIANAPOLIS, IND.—Gus Billman, a Shelby County farmer, has invented a soybean harvesting machine. Preliminary tests indicate the machine is a success. It cuts two rows at one time. The bean plants pass into a cylinder, where rows of concave teeth hull the beans. Fans blow the plants and dirt from the machine.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during September, compared with September, 1923, were as follows:

	FLAXSEED		Shipments	
	1924	1923	1924	1923
Chicago, bus....	137,000	81,000	9,000	61,000
Duluth, bus....	1,727,806	1,272,150	1,018,730	606,702
Kans. City, bus....	5,000	.....	.....	.....
Milwaukee, bus....	95,960	276,060	.....	380
Minneapolis, bus....	2,264,720	2,654,070	675,310	264,830
Superior, bus....	1,178,295	1,017,980	833,997	374,105
TIMOTHY				
Chicago, lbs....	12,714,000	13,397,000	7,544,000	4,251,000
Milwaukee, lbs....	121,300	1,338,730	.....	570,750
New York, bags	.....	.....	709	.....
Toledo, bags....	3,819	829	1,200	3,412
CLOVER				
Chicago, lbs....	346,000	641,000	213,000	273,000
Milwaukee, lbs....	440,276	88,262	233,700	517,152
New York, bus....	156	.....	*2,315	.....
Toledo, bags....	219	451	151	2,862
KAFIR AND MILO				
St. Worth, cars....	26	13	16	6
Kans. City, bus....	62,700	18,700	160,600	65,000
Kans. City, bus....	62,700	18,700	160,000	65,000
St. Louis, bus....	26,400	16,800	53,860	41,100
Wichita, bus....	3,600	.....	.....	.....
ALSIKE				
Toledo, bags....	330	1,323	6	275

*Bags.

CALDWELL, IDA.—The Idaho Seed Co. changed its name to "Lilly Seed Co." on Oct. 1. The concern handles various field and grass seeds. Its personnel remains the same as heretofore.

CHICAGO, ILL.—The mail order division of the American Seed Trade Ass'n held a meeting in Chicago Oct. 2-3, at the Hotel Sherman. A complete summary of crop conditions for the season was made and the feeling expressed that practically no available seed surplus will be produced in America this season.

WASHINGTON, D. C.—The Argentina flaxseed area for 1924-25 is 5,684,000 acres, says cable advices from the International Institute of Agriculture at Rome. Last year the area was 5,255,000 acres. The acreage devoted to flax has steadily increased in Argentina. This year it is 42% higher than the average for 1909-14.

LOS ANGELES, CAL.—John Bodger, veteran seedsman, died Sept. 29, at the age of 78. He had been actively serving as pres. of the John Bodger & Sons Co., here, of which he was founder. His two sons, Walter and John C., who have been associated with him for some years, will continue the business along its present lines.

MINNEAPOLIS, MINN.—Our crop is not large enough to provide for the domestic consumption of flaxseed. Foreign values are so much higher that Europe is considering importing our flaxseed. Linseed is higher in Canada than in the United States. The Argentine crop has been seriously injured by drouth. Locusts are threatening it. Argentine prices are above ours and advancing with an active demand from Europe.—Archer-Daniels-Midlands Co.

"TREATMENT OF Seed Corn With Tar and Paris Green as a Protection From Wireworms," by C. R. Willey (*Va. State Crop Pest Comm. Quart. Bul. 5 (1923), No. 2*) reports certain tests to determine if the tar secured from gas plants in Virginia is suitable for treating corn, and the effect on germination when corn is planted at once or several days, after the treatment. The results would indicate that the tar, or tar and raw linseed oil, either with or without Paris green, does not affect the germination of the corn. Treating the seeds three weeks before planting does not affect them.

OTTAWA, ONT.—A number of suggestions for changes in the regulations of the Seeds Act were submitted at the conference of the advisory board. Some suggestions that the act be amended were not pressed due to the custom of leaving a law, once on the statute books, for a three years' trial. Seed merchants were granted a concession when the three primary noxious weed seeds, namely, ox-eye daisy, when it occurs in bluegrass, and bladder campion and white cockle, when it occurs in red clover seed, both mammoth and common, were included among secondary noxious weed seeds. This move should effect the production.

"DODDER AND Its Removal From Clover Seed," by C. B. Saunders (*Jour. Min. Agr. Gt. Brit., 30 (1924), No. 10*) gives an account of the examination of the records of the Official Seed Testing Station for England and Wales, revealing that small seeded dodder, *Cuscuta trifolii*, is probably decreasing in England owing to the greater attention paid to cleaning. Screening readily removes this seed from red clover. Large seeded dodder, (forms of *C. Racemosa*) appears to be increasing. Possibly it is acclimatizing itself. Screening helps little in removing it but this article outlines a new process of magnetic separation that promises to overcome the difficulty.

TOLEDO, O., Oct. 4.—Clover seed advanced forepart of the week, reaching new high levels. October sold at \$19.00, December and March \$18.50. Some realizing together with hedging sales caused sharp decline. Good demand noted on breaks. Some think poor crop prospects have been discounted. Market may be held in check by movement of new seed and in-

creased hedging pressure. Many will substitute cheaper seeds, such as sweet clover, alfalfa and alsike. Hedging sales against new seed will probably be very small. Foreign news bullish. France cables clover market strong and looks higher. Crop is expected to be small and quality not as good as anticipated. It was damaged by heavy rains. There will be very little available for export and stocks of old seed are exhausted. There is a large export demand from Central Europe.—Southworth & Co.

TOLEDO, O.—Clover seed market at the moment appears to be a two-sided affair. The advance has been extremely rapid with October selling as high as \$19.00 and December and March as high as \$18.50. The rapid advance brought out some profit-taking and some hedging pressure with the result that market suffered a sharp reaction due to the fact that speculators' timid in following the continued advance. Estimates of the French crop are that it will not turn out at the most 50% of last year, and in some cases the out-turn is estimated a 75% less than last year. Seaboard and interior points advise they have received cables from abroad asking for quotations and samples of red clover to be shipped from this country. Some foreign seed held in bond on the seaboard has already been returned. The crop prospects in this country are the poorest in a great number of years. In sizing up values one must take into consideration the substitution of other seeds for red clover. On reactions we believe that clover can be bought, but would take profits on sharp bulges.—C. A. King & Co.

HATTON, WASH.—Mice are doing considerable damage to seeded fields here. One farmer seeded a field with a large quantity of poisoned grain. Going into the field the following morning he counted nearly 2,000 dead mice. The rodents dig up the seed grain.

Grain Trade Conditions Abroad.

BERLIN, GERMANY.—The export of bread-grains was prohibited Sept. 8, due to the sharp rise in the prices of domestic grain. Rye rose from 150 marks per ton to 190 marks, an increase of 27 per cent in one week. The opposition to the re-imposition of pre-war import duties is becoming intensified.—Trade Commissioner Douglas Miller.

SIDNEY, AUSTRALIA.—Allowing 16 bus. and a possible 17 bus., to the acre on the 3,500,000 acres of wheat in New South Wales, that state's agricultural department estimates the production at 56,000,000 bus. Estimates of other states bring the total of Australia up to a probable yield of 150,000,000. This total is expected to be exceeded, provided no adverse conditions occur before harvest.

DURING the first 6 months of 1924 Russia shipped 360,781 tons of wheat, 128,811 tons of barley, 362,908 of rye, and 110,944 of corn, or a total of 964,443 tons of cereals, thru the Bosphorus. Russian shipments during the last 3 months of 1923 totaled 817,447 tons, says a report from Trade Commissioner J. E. Gillespie.

Imports and Exports of Seeds.

Imports and exports of seeds for August, compared with August, 1923, and for 8 months ending with August, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		Exports	
	August 1924	August 1923	8 mos. ending Aug. 1924	8 mos. ending Aug. 1923
Alfalfa, lbs....	1,267,396	979,906	4,303,453	4,047,988
Beans, lbs....	4,166,429	4,746,173	43,748,462	113,872,076
Peas, lbs....	1,277,519	91,986	10,838,626	12,159,044
Clover, lbs....	2,328,694	3,562,452	33,296,224	9,813,105
Gr. seeds, lbs....	166,462	286,624	1,383,081	6,743,398
EXPORTS				
Alfalfa, lbs....	21,226	27,317	90,078	192,130
Beans, bus....	69,746	65,106	391,175	465,392
Peas, bus....	3,889	3,426	48,045	60,125
Clover, lbs....	1,043	7,595	462,478	1,380,805
Timothy, lbs....	159,021	365,041	9,291,727	13,115,327
Other gr. seeds, lbs....	87,869	132,259	1,341,184	1,834,195

Supply Trade

LOUISVILLE, KY.—H. D. McCullough has been made the Louisville representative of Sprout, Waldron & Co., of Muncie, Pa., to handle Kentucky and Tennessee territory.

CHICAGO, ILL.—Foote Bros. Gear & Machine Co. have ready for distribution their catalog No. 25 which describes thoroly the company's extensive line of speed reducing units. Every grain elevator operator who is interested in lower power costs should send for and read this catalog.

AKRON, O.—The B. F. Goodrich Rubber Co. has announced the appointment of Geo. B. Campion to succeed T. A. Bennett as manager of Goodrich Mechanical Sales. Mr. Campion was formerly district sales manager at New York. Mr. Bennett has been appointed manager of the Products Control Dept. New Goods Division.

THE AMERICAN Sheet & Tin Plate Co. and the National Tube Co., subsidiaries of the U. S. Steel Corp., have announced new prices on sheets, tin plate and wrought pipe, closely following the lead of the American Steel & Wire Co. The new prices will mean a saving of \$3.80 per ton to western consumers. The new levels for the west are galvanized sheets, \$4.75 f. o. b. Chicago; black sheets, \$3.65 f. o. b. Chicago; blue annealed sheets, \$2.85, Chicago. The National Tube Co., in its announcement says, "Hereafter our prices will be based on the point of manufacture having the lowest rate of freight to destination and delivered prices will be computed on that basis."

OVER TWENTY steamers, mostly Japanese, were chartered for grain from the Pacific coast to Europe during the last two weeks of September. An excellent demand for shipping facilities has continued.

Large Percentage of Smutty Wheat in Grain Arriving.

Some of the wheat harvested this season is so smutty the local millers refuse to buy it from the farmer. The millers not equipped with washing machinery can handle only a limited quantity of smutty wheat and are like the mill at Superior, Neb., which accepted a first small wagon load of smutty wheat from a farmer, but when he came in later with two big truckloads, refused the grain and sent him to the local elevator.

The smutty wheat sells at a discount, as nobody likes it, and its natural course is toward the terminal markets doing an export business, as the big mills in Europe and many of the smaller plants as well consider wheat washing a regular part of their business.

Altho Chicago, St. Louis, Kansas City, Omaha and Minneapolis have been getting some smutty wheat on this crop, much of it seems to be headed for Duluth.

Receipts of wheat inspected at Duluth, Minn., in one recent week showed 64 cars of smutty out of 964 on Sept. 22; 29 out of 537 on Sept. 23; 39 out of 700 on Sept. 24; 49 out of 876 on Sept. 25; 42 out of 845 on Sept. 26, and 54 out of 972 cars on Sept. 27.

The embargo on at Duluth is cutting down the receipts, but on Oct. 3 the inspection showed 25 cars of smutty out of 659 cars inspected.

The discount exacted by buyers for smut seems to average 5 to 7 cents per bushel, running from \$50 to \$100 per carload. With the right kind of equipment the cost to the terminal elevator operator of washing the wheat free of smut is less than one cent per bushel, leaving him a profit of about \$30 to \$80 per car.

The Evolution of Speed Reducing Equipment.

BY FRANCIS A. EMMONS.

Since the earliest days when man first emerged from the precarious hand to mouth existence of the stone age, he has been constantly striving to increase his productive capacity. He soon learned the limitations of work performed by his hands alone and as he was endowed with the power to think and reason, he began to devise ways and means to supplement the work of his own hands, first by the work of domestic animals and then by mechanical contrivances.

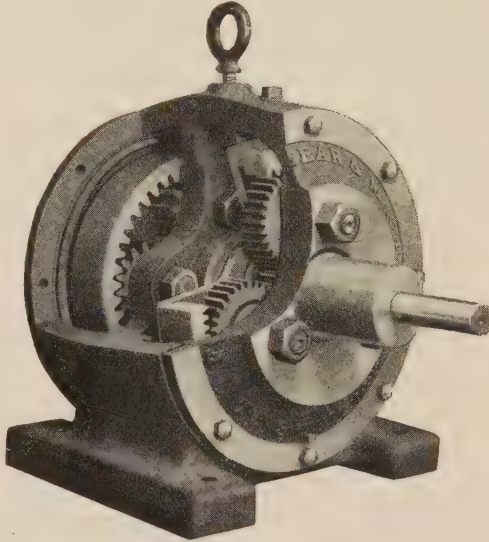


Fig. 1. Internal Mechanism of INL Spur Gear Reducer.

The first use of mechanical power dates far back into the dim ages of history. The Egyptians had a marvelous knowledge of mechanics and the application of power in some form. This is demonstrated by the pyramids and other mighty structures built of stone so large as to make modern engineers wonder how they could possibly have been raised into place.

The treadmill, windmill and water wheel are familiar forms of power generators in mediaeval days, but the real development of mechanical power as we know it has occurred in the last one hundred years, following the invention of the steam engine and later the internal combustion engine, electric generator motor and turbine.

Modern Industry—Based on Power Application: The amazing structure of modern industrial activity with its hundreds of ramifi-

cations rests almost entirely upon the myriad applications of mechanical power by man to perform tasks of almost every conceivable nature. Modern machines perform with precision and accuracy any operation from the delicate minute work involved in the making of the balance wheel of a watch to the manufacturing of a huge naval gun, weighing hundreds of tons.

Importance of Speed Reducing Equipment: The performance of a task by a machine demands that the power for running the machine be delivered at a certain fixed rate of speed depending upon the work the machine is to do. In most cases, this speed is lower than the speed of the engine, motor or other source of power and some means must be provided to "step down" the speed to the proper figure.

Speed reduction equipment is, therefore, a vitally important factor in nearly every industrial operation. This is particularly true in connection with modern material handling equipment, such as conveyors, feeders, elevators, hoists, etc., which operate at a very low ratio of speed and which play such a large part in volume production and in holding down production costs.

Pulleys and belts, chains and sprockets, rope drives and open gearing are well known forms of speed reducing equipment and are extensively used in nearly every industry. There is, however, another form of speed reducing equipment which is less widely known but which, for certain purposes, has a number of outstanding advantages over the old forms.

The Modern Method: During the last thirty years, several well known manufacturers, realizing the need for compact self-contained speed reduction units, especially in connection with modern direct drive from electric motors, have developed and placed on the market units known as "Speed Reducers." These speed reducers consist of trains of spur gears mounted in an enclosed frame resembling that of a motor (see figure 1), and their purpose is to step down the speed of an electric motor or other source of power to that speed required for any machine or special purpose.

One of the outstanding contributions of this development of speed reduction units is the non-planetary spur gear reducer, produced by the Foote Bros. Gear & Machine Co.

In the design of this machine, the power is delivered to a pinion revolving between two idler gears which are rigidly journaled to parts of the frame. These idler gears in turn transmit the power to a large internal gear. In this way the strain is ideally distributed between the idler gears and the final horsepower is taken from the largest possible leverage which is the pitch radius of the large internal gear.

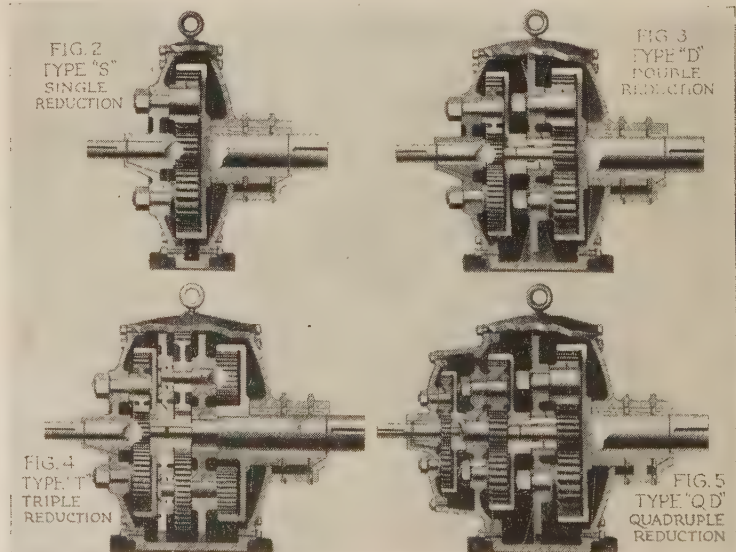


Fig. 2. Speed Reducing Gears.

It should be borne in mind that nothing revolves in the gear case except the gears on their own centers. There are no heavy unbalanced units; vibrations, centrifugal force and oil leaks caused by internal pressure are eliminated.

The slow speed pinion is keyed to the high speed internal gear, and for greater speed reduction engages with another set of idler gears which in turn drives another internal gear. Thus it is apparent that it is possible to secure almost any reduction ratio by simply increasing the number of gear trains and varying the ratio of the pinions and gears.

Fig. 2 illustrates the simple construction of a single reduction unit, also the double, triple and quadruple type, simple and compounded. Any speed reduction from 4-1 up to 320-1 is covered by the different types shown, and reduction ratios as high as 50,000-1 may be secured by combinations of spur gear reducers and worm gear reducers.

The Spur Gear Speed Reducers are entirely enclosed and run in a bath of oil. They are very compact, take little space, deliver the power with very little loss and the driving and driven shafts are axially concentric.

The chief advantages of the enclosed speed reducer unit are:

Safety to operators and attendants because reducers are fully enclosed and there are no exposed moving parts.

Efficiency because the drive is positive and there is no lost power due to slippage, etc.

Constant speed reduction.

Long life, because they are self-lubricating

and there is no possibility of deterioration from dust, dirt or grit, or acid fumes in the atmosphere.

Require practically no attention except to renew oil at three month intervals.

Eliminates production delays, because no necessity for adjustments on belts, slide rails, etc.

Maintenance charges—practically nothing. Permit the use of high speed motors which cost less and are more efficient and easier to secure.

Conserve space and allow of installation of productive equipment in space formerly occupied by belts, slide rails, hangers, shifting, etc.

Better working conditions for employees, better light on account of elimination of shadows from belts and shafting.

Uses and Application: Spur Gear and Worm Gear Speed Reducers are being widely used in nearly every industry and are being extensively specified by designing and consulting engineers for new equipment. They are particularly well adapted for operating screw, belt and bucket conveyors, stokers, feeders, hoists, elevators, rotary kilns in cement plants, car pullers, agitators, slurry tanks, water screens, crushers, grinders.

In cement mills, brick plants and mines, the dust, dirt and grit which work havoc with ordinary open gearing, belts, pulleys, chains, etc., has no effect on the enclosed speed reducers.

Grain Elevators and Mills find them particularly valuable because they eliminate the

ELLIS GRAIN DRIERS

You can travel
the wide world
over and find
nothing to
equal them.

The Ellis Drier Company

1223 So. Talman Avenue,
CHICAGO, ILL.

fire hazard incident to hot bearings on line shafts.

It is a far cry from the stone age to the modern era of intensified industry and quantity production, but man's instincts still remain the same and the means at hand for industrial development have been multiplied a thousand fold. Possibly the results which have been secured in many industries through the use of modern speed reduction equipment may act as an inspiration to those in other fields where the same problems prevail.

Greig & Son's Elevator at Estherville, Iowa.

After the elevator of Greig & Son at Estherville, Ia., burned on the night of May 3, only a few days elapsed before Greig & Son let the contract to the Younglove Construction Co. for the erection of the new elevator shown in the engraving herewith, which has just been completed.

Greig & Son are experienced grain dealers, operating a line of elevators in Minnesota and Iowa, formerly Greig & Zeeman, and know the style of house required by the business to be done. The old office did not burn.

The house stands 28x35 ft., on a concrete foundation, cribbed to a height of 50 ft. to plate, one-half each of 2x6 and 2x4, the eleven bins having a capacity of 35,000 bus. Besides the usual dump shed there is storage attached for feed and other supplies. The building is covered with galvanized iron and has a composition roof.

The pit for the elevator boot is of reinforced concrete and waterproof. The leg has large capacity, as it is equipped with 11x6 V-cups spaced 12 ins. on a 12-in., 5-ply belt. Other equipment includes 7½ h. p. electric motor, 10-ton Fairbanks dump scale placed in the dump floor with a combined wagon and truck dump, and in the cupola a 2,000-bu. Richardson automatic scale.



35,000-bu. Elevator at Estherville, Ia.

Grain Carriers

CARRIERS SPENT over \$60,000,000 for new cars and locomotives during the month of September. Requisitions for 22,500 freight cars and 101 locomotives had been placed by Sept. 30.

ALL FREIGHT cars awaiting repairs on Sept. 15 were 212,412. Of these 92,358 were box cars. Total locomotives awaiting repairs on same date were 11,758, or 18.2%, says the American Railway Ass'n.

THE OGDEN Grain Exchange has filed complaint, No. 16,230, against grain rates from Oregon Short Line stations and from many points on the D. & R. G. W. to points on the Arizona Eastern R. R. in Arizona and California.

FLORENCE, ALA.—Commissioner G. M. Chaseldyne of the Interstate Commerce Commission opened hearings recently on the grain, grain products and flour rate from gateway products in Ohio and Mississippi to Florence. —P. J. P.

THE PROPOSED new schedule of rates on grain and grain products from Rock Island stations east of the Missouri river to points in Kansas, Oklahoma and Colorado has been suspended until Jan. 29, 1925, by the Interstate Commerce Commission.

WASHINGTON, D. C.—The Sioux City Grain Exchange is leading in presentation of complaint before Examiner Copenhafer of the Interstate Commerce Commission, voicing objections to the grain shipping rates on the Omaha R. R. to St. Louis, Mo., when shipped via Sioux City.

WASHINGTON, D. C.—The Fleet Corp. allocated 14 additional ships to gulf port operators during the last few weeks, for use in the heavy export movement of grain. Arrangements made to speed up turn-arounds have made possible a schedule for 40 sailings from gulf ports during October.

PRESENT TRACKAGE of this country's railroads total over 3,800 miles less than in 1916, according to statistics recently completed by the Interstate Commerce Commission. This can be attributed to but one cause—inadequate return. Yet radical politicians insist that the railroads are fleecing the agricultural producer.

NEW ORLEANS, LA.—The Public Belt Ry. embargo on grain from other roads at this city has been modified to permit a daily delivery of 50 cars from each line. This permits the G. C. L. to deliver 10 to 15 cars a day to elevators on its tracks, which are reported to have space for about 2,000,000 bus. of grain.

GRAIN and grain products were loaded into 68,563 cars during the week ended Sept. 20, reports the American Railway Ass'n. This was an increase of 1,992 cars over the previous week and is within 274 cars of the peak grain loading, which was 68,837 cars the week of Aug. 30 last. During the same week a year ago 19,668 cars less were loaded.

THE ENORMOUS European demand for grain has caused ship rates to advance in spite of the heavy tonnage offered by ship owners. Ships are being taken as far ahead as Jan., 1925. Freight brokers are advising covering of commitments in expectation of further advances. Rates on other commodities have advanced due to the pressure from grain.

A SAVING of more than \$120,000,000 in the operation of American railroads, under private ownership, is expected to be effected this year, due to the increased efficiency of operation and the slash in coal costs, according to figures recently compiled. Statistics show that running of longer freight trains and heavier loading of cars are materially helping in achieving this saving.

EFFORTS of the Omaha Grain Exchange have caused the Northwestern R. R. to change its issued instructions which did not permit loading cars marked with less than 80,000 lbs. capacity to 10% in excess of marked capacity. The instructions have been withdrawn and the C. & N. W. now permits 60,000 lbs. capacity cars to be loaded to 10% in excess of 60,000 lbs.

THE DENVER Alfalfa Milling & Products Co. was awarded reparation when the Interstate Commerce Commission, in mimeographed report No. 14982, found a rate of 37½¢ on alfalfa meal in carloads from Melina, Colo., to St. Louis, Mo., was unreasonable in that it exceeded the aggregate of intermediate rates, or 37¢. The shipments moved in November and December, 1918.

HEARINGS on the differentials established by the steamship companies in rates from Gulf, South Atlantic and North Atlantic ports to Europe began before the shipping board at Washington Oct. 7. Shippers whose outlet is limited to the southern ports object to the higher rates of 7½¢ from South Atlantic and 15¢ from Gulf ports than from North Atlantic ports.

DURING THE past few weeks railroads have placed orders for over 20,000 cars. Recently directors of the Great Northern R. R. authorized the placing of contracts for 2,500 freight cars at an estimated cost of \$6,500,000. Inquiries for both cars and rails are heavy and considerable buying on the part of the carriers is expected as soon as new price schedules are completed.

RAILROAD MERGER No. 18, as provided for under the Transportation Act and rules tentatively laid down by the Interstate Commerce Commission, with assets that would total over \$1,013,804,000 and having 14,524 miles in total mileage, is pending. It would link up the St. L. & S. F., St. L. & S., M. K. T., and C. & A. This tentative merger, it is thought, would effect important economies and give the weak roads the support of the strong.

LONDON, ENG.—British underwriters will insure Canadian wheat for sailings up to the end of October at the summer rates instead of charging winter rates from the end of September. This move was adopted at the recommendation of the Imperial Shipping Com'te, which reported on insurance discrimination against the St. Lawrence rate. Other concessions already made by the insurance market include extending the summer season for Hull insurance and freeing the port of Halifax from all insurance restrictions.

WE ARE again urged by the railroad to load cars to their maximum capacity. It will, of course, be realized by all that in doing this we help ourselves as well as the carriers in minimizing the possibility of car shortage. In this connection this department urges that if you have any complaint, either from your country customers or otherwise, of car shortage, you call our attention to it, and we will use our best efforts to remedy the situation.—John A. Kuhn, traffic manager of Omaha Grain Exchange in letter to members.

PITTSBURGH, PA.—Members of the reconsignment and diversion com'tes of the American Railway Ass'n and the National Industrial Traffic League, and a number of interested shippers attended a meeting held here Oct. 1 to consider rule No. 16 of freight tariffs governing diversion and reconsignment. The meeting resulted from a meeting held in Washington, D. C., on Sept. 18 at which H. L. Goemann, Chairman of the Transportation Com'te of the Grain Dealers National Ass'n, presided, and G. S. Henderson, of Baltimore, acted as sec'y. The rule under discussion provides that on "order-notify" shipments the original order B/L must be surrendered to the carrier's representative within 24 hours after the first 7 a. m. after notice of the arrival of the car is sent or given. Failure to surrender it entails a penalty of \$6.30 a car.—G. T. N.

WINNIPEG, MAN.—At the annual meeting of the Lake Shippers Clearance Ass'n held here on Sept. 30, Capel Tilt was re-elected president. Other officers elected are H. T. Swart, vice pres.; A. K. Godfrey, treas.; S. T. Smith, sec'y; C. C. Field, F. J. Anderson and R. I. Wolvin, directors. "During the crop year just closed," said Pres. Tilt in his address, "we loaded into vessels 366,186,040 bus. grain and 7,382,870 bus. by rail, making a total handled of 373,568,910 bus."

ADOPTION of the proposed new rates on flour from northwestern points, which would have reduced the flour rates from Minneapolis New York 6 cents per 100 lbs. and which were agreed upon by the railroads, has been indefinitely postponed due to the protest of Kansas City milling interests that they would be discriminatory. The application of Minneapolis milling interests that the new rates be made effective without investigation was denied by the Interstate Commerce Commission.

THE INTERSTATE Commerce Commission recently gave the Southern Pacific R. R. permission to acquire control of the E. P. & W. and to construct new extensions of its line in Maricopa, Yuma, and Pinal Counties, Arizona thru its subsidiary, the Arizona Eastern. The extensions will connect with the Rock Island system and constitute a direct double track route from Chicago and Missouri river territory to southern California. It is estimated the merger will produce economies and savings amounting to nearly \$3,500,000 annually.

Changes in Rates

L. A. Lowrey supplement No. 4 to tariff No. 20-N, I. C. C. No. 66, effective Nov. 15, makes certain reduction affecting industries, team tracks and freight houses.

I. C. supplement No. 6 to tariff No. 601-J, C. C. No. A-10025, effective Nov. 4, makes several reductions in rates applying on wheat and corn in middle-western territory.

E. B. Boyd supplement No. 21 to circular No. 1-R, Western Trunk Lines, I. C. C. No. A-1444, effective Nov. 1, changes several rules, regulations and exceptions to classifications.

Wab. supplement No. 13 to tariff No. L-10924, Ill. C. C. No. 604, effective Oct. 31, cancels rates on hay and straw from various points in Illinois to East St. Louis, class rates to apply.

A. T. & S. F. supplement No. 24 to tariff No. 5588-M, supplement No. 23 to I. C. C. No. 931, effective Oct. 1, gives a list of stations taking Kansas City, Leavenworth, Omaha, Lincoln and Sioux City rates.

A. T. & S. F. supplement No. 2 to tariff No. 7481-J, I. C. C. No. 9952, effective Nov. 1, reduces and advances various flour and corn meal rates in Arkansas, Kansas, Tennessee, Colorado, Texas, and Louisiana territory.

E. B. Boyd supplement No. 21-A to Circular No. 1-R, Ill. C. C. No. 135, issued Sept. 29, further postpones the effective date of Rule No. 960-A of supplements Nos. 9, 10 and 11 to Circular No. 1-R, on Illinois intrastate traffic until Jan. 1, 1925.

C. R. I. & P. supplement No. 8 to tariff No. 27637-I, I. C. C. No. C-11240, effective Oct. 29, gives several rates and routes applying on wheat, buckwheat, corn, corn meal, flour, malt, flaxseed, barley, oats, rye and sorghum grain in western and middle-western territory.

C. R. I. & P. supplement No. 2 to tariff No. 19690-K, I. C. C. No. C-11339, effective Nov. 1, makes several advances and reductions in the rates on wheat, corn and broom corn, and gives reissues on several instructions governing the handling of shipments of grain, grain products and seeds.

C. R. I. & P. supplement No. 27 to tariff No. 28675-F, supplement No. 26 to I. C. C. No. C-11230, effective Nov. 1, gives commodity descriptions on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds, reduces the corn rate from Hutchinson, Kan., to Windsor, Mo., to 17½¢ per 100 lbs., and makes several other reductions and advances.

Western Transit to Be Policed.

The Western Trunk Line Com'ite, E. B. Boyd, chairman, Chicago, during the past year has been endeavoring to meet the views of the Interstate Commerce Commission on the enforcement of proportional rates at Missouri river points, Minneapolis and other western outways.

After a conference some time ago a draft of the proposed policing tariff was drawn up Aug. 5, and this formed the basis for discussion and charges suggested Oct. 3 at a conference at Chicago by Chairman Boyd and Director of Traffic W. T. Hardie of the Interstate Commission with a good representation of grain shippers, including the following:

A. B. Ayers, Minneapolis, Minn.; J. S. Brown, Chicago; J. L. Bowler, Milwaukee, Wis.; W. A. Bounce, St. Louis, Mo.; J. F. O'Donahue, Chicago; H. A. Feltus, Minneapolis, Minn.; W. H. Fitzpatrick, St. Joseph, Mo.; R. M. Freed, Chicago; F. S. Keiser, Duluth, Minn.; O. C. Hellex, St. Joseph, Mo.; B. F. Grubbs, Chicago; Lee Kumpel, Wm. E. Johnson, and J. S. W. Mann, Minneapolis, Minn.; J. A. Milbourne and D. P. Moore, St. Joseph, Mo.; J. B. McGinnis, Memphis, Tenn.; H. Mueller, St. Paul, Minn.; H. J. Ellahn and C. A. Lahev, Chicago, Ill.; J. J. Evener, St. Louis, Mo.; W. H. Perry, Minneapolis, Minn.; Chas. Rippin, St. Louis, Mo.; W. Scott, Kansas City, Mo.; C. V. Topping, Kansas City, Mo.; W. F. Vandegrift, Louisville, Ky.; C. T. Vandenoever, Minneapolis, Minn.; Ray Williams, Cairo, Ill.; T. G. Walton and G. W. Wackerley, St. Louis, Mo.; F. A. Wilkins, and Miss S. R. Wheat, St. Joseph, Mo.

Many of those present asked questions of Chairman Boyd bearing on the application of the proposed rules to their local conditions. So much of the time of the morning and afternoon session was taken up giving out information that little was done toward changing the suggested rules.

Already there has been published by the carriers Supplement No. 21 to Circular No. 1-R, giving rules, regulations and exceptions to classifications, effective Nov. 1, 1924. This circular defines the articles having commodity rates in carloads, and which therefore may be used as representative tonnage to earn transit on outgoing shipments from an industry.

Besides this there will be published two other documents, one giving the rules governing the application of proportional rates and the other a policing tariff giving regulations on grain, hay, seeds and their products. J. S. Brown, rep. the Chicago Board of Trade, expressed a desire for 15 months at transit points. As it is, points farther east, like Chicago, may have only a small remnant of the 3 years allowed from point of origin.

The following revised rule, 3-E, proposed by Mr. Boyd, was adopted:

Against outbound shipments of products of grain, seeds or hay, in straight or mixed carloads or in mixed car loads with commodities being grain, grain product, seed or hay rates, the freight bill or bills surrendered must cover there the same kind of commodity or commodities as forwarded or must cover commodity commodities from which outbound product products are manufactured.

Several commodities were agreed upon as additions to those published in Circular No. 1-R.

The definition of transit service was changed and read as follows:

By transit service is meant unloading, and passing through elevators, warehouses, mills or malt houses (including storing, mixing, blending, treating and (or) manufacturing) sacking, weighing and handling car load shipments of commodities listed in item No. 8, and the forwarding of said commodities or their equivalent provided herein.

Some of the representatives of feed millers present objected to the following rule:

(d) Permit carriers' agents at any time full access to all warehouses, mills or elevators, the contents thereof including all records and percentages of ingredients pertaining thereto for checking purposes, except that where mixed or blended commodities consist in part of ingredients not subject to transfer as provided in item No. 3 (g), shippers will not be required to disclose the precise percentage of each of such non-transit ingredients, provided they furnish to the carriers' agent the percentage of the total weight represented by the aggregate of such non-transit ingredients.

Chairman Boyd explained that policing of transit was necessary, as failure to protect the

rates might lead the Interstate Commerce Commission to abolish entirely the milling in transit privilege.

The Country's Corn Millers.

The American Corn Millers Federation is attempting to make a survey of the merchant corn milling capacity of the country. Nothing has been done in this direction since the war, and many mills have abandoned corn milling since then, while considerable capacity has been eliminated through fires and failures.

The following postal card questionnaire has been sent to all the corn mills of which the Federation has a record:

QUESTIONNAIRE IN CORN MILLING SURVEY.

Is your corn mill in operation?..... 1924.
If not, why?.....
What is your daily capacity (24 hours) in bushels Corn?.....
What was your percentage of operation in 1924 to Oct 1?.....
Milling System?
Beall Degerminators.....
Watkins System.....
Other Roll System.....
To what sections are your corn products distributed?
Do you mill other products?.....
If so, what?.....

Mr. T. M. Chivington, Secretary of the American Corn Millers Federation, is convinced that there are some merchant mills not on his list, and he would be pleased if mills that do not get his postal card questionnaire would fill out the one printed above and mail to him at 332 S. LaSalle Street, Chicago, Ill.

In order that mills not members of the Federation shall have the benefit of the results of this survey, Mr. Chivington will send a complete list, showing all corn mills, their addresses and capacity, to each mill that answers the questionnaire.

Turkey Red the Best Winter Wheat.

Three-fourths of the wheat raised in Kansas, Nebraska and Oklahoma is the old reliable Turkey Red, which is 75 per cent of all the Turkey Red produced in the United States.

While there are twelve commercial varieties of hard winter wheats grown in the United States (under about forty different names), the three principal varieties are Turkey, Kharkof and Kanred. Turkey and Kharkof are about the same and are equal in quality, and until the introduction of Kanred, eight years ago, these two varieties made up nearly all of the hard winter wheat acreage.

Kanred was developed from selections of Turkey Red, and on account of the wonderful claims made for it, this variety increased with great rapidity for the first few years. The points of advantage for Kanred over Turkey are said to be that it is more winter-hardy, slightly earlier, more rust resistant and a better yielder. However, it has "off years" when its points of advantage are not noticeable. But now, after a few years' trial, Kanred is not pushing to the front so rapidly; it has weaknesses and drawbacks, among them being: A very weak straw, causing it to lodge easily; it develops yellowberry or starchiness more quickly than Turkey, and is not equal in milling qualities.

Blackhull, another new variety and also a selection from Turkey Red, makes a beautiful appearance, but is disappointing in quality. It is not a satisfactory milling wheat on account of its tendency to become soft and quickness to develop starchiness, especially when grown on sandy lands and in river valleys.

That wheat farmers and millers are not "sold" on Kanred and Blackhull is indicated in connection with this year's seed wheat campaign of the Southwestern Wheat Improvement Ass'n. Two years ago a large part of the inquiries for seed wheat were for Kanred, but this year, out of requests for 20 carloads of seed wheat for Central Kansas, every one was for Turkey Red. Turkey Red made the Southwest famous.

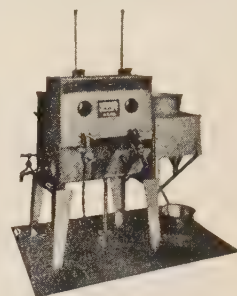
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is now used by the Government, Grain Inspection Departments and more than 10,000 mills and elevators.

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in all sizes from one compartment to six, heated by gas, electricity or alcohol.

WHEAT, CORN AND OATS DOCKAGE SIEVES

Aluminum, 13 inches in diameter telescoping, with sides seamless. Strong, light weight and will not rust. No. 10 set consists of 4 sieves and bottom pan. Price per set \$8.00.

NEW SIEVES FOR SORGHUMS

Made according to specifications now used in terminal markets and for official U. S. grading which becomes effective Dec. 1st. Made of aluminum 13" in diam. Price per set of two sieves and bottom pan \$6.50.

SPECIAL "FOUR-IN-ONE" SCALE NO. 14

This scale, designed and manufactured by us, satisfies a long-felt want in the grain trade, for a small, complete office scale for weighing samples for moisture test and for determining test weights per bushel, dockages, weighs for mailing, samples, etc.



Write for prices on moisture testers and complete catalog of SEEDBURO Quality grain and seed testing equipment, which includes grain grade specifications.

We are the Largest Handlers of Grain and Seed Testing Equipment in the World.

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Supreme Court Decisions

Oral Contract Made Valid.—Seller's extension of time within which warehouseman could pay for wheat previously sold under oral contract held to show acceptance by buyer in possession, taking oral sale out of statute of frauds (Comp. Laws 1917, §5113).—*James Mack Co. v. Bear River Milling Co.* Supreme Court of Utah. 227 Pac. 1033.

Limitation of Suit against Carrier.—Where a railroad B/L for a single shipment required an action for nondelivery to be brought within 2 years and 1 day after reasonable time for delivery had elapsed, an action brought 2 years and 40 days after part of the shipment had been delivered held barred.—*Lazarus et al. v. New York Cent. R. Co.* Circuit Court of Appeals. 299 Fed. 599.

Sales on Exchange Interstate Commerce.—The buying of live poultry in the New York market by wholesale dealers from commission men, who received and sold it as agents for the shippers from various other states, held to constitute "interstate commerce," and the transactions held subject to the provisions of the Anti-Trust Act (Const. St. § 8820 et seq.).—*United States v. Live Poultry Dealers' Protective Ass'n.* U. S. District Court, New York. 298 Fed. 139.

No Recovery for Refusal to Deliver Goods without Order Notify B/L.—Where plaintiff's agent erroneously shipped interstate goods to plaintiff by an order notify B/L, and plaintiff did not give bond to carrier or institute an action under B/L Act, § 14 (U. S. Comp. St. § 8604gg), held, that plaintiff cannot recover from carrier for refusal to deliver goods without B/L, in view of section 42 (U. S. Comp. St. § 8604uu).—*Moise v. Southern Ry. Co.* Supreme Court of South Carolina. 123 S. E. 790.

Manlift Attractive to Children.—Whether a manifest in a grain elevator was so accessible and attractive to children as to come within the doctrine of the "turntable cases" was for the jury. The test of liability for the maintenance of a dangerous appliance or attractive nuisance to children is not so much its location at or near a public place, as its easy accessibility to children and the knowledge of the owner that they resort to it for play.—*Brendenberg v. Equity Co-op. Exch.* Supreme Court of Minnesota. 199 N. W. 570.

Breach of Contract to Deliver Seed.—In an action for breach of contract where plaintiff ordered Turkestan alfalfa seed, and defendant agreed to deliver Turkestan alfalfa seed, but by mistake shipped sweet clover seed, it is held, that plaintiff may recover for breach of contract for failure to deliver Turkestan alfalfa seed as agreed, and that questions of warranty or of nonwarranty, through agreement or common usage, concerning the seed have no application.—*Smith v. Oscar H. Will & Co.* Supreme Court of North Dakota. 199 N. W. 861.

Passage of Title to Shipment.—Where B/L to seller's order indorsed, "Allow inspection," was forwarded with draft attached for purchase price to seller's agent at point of destination, with intent that draft be paid before bill was surrendered or goods delivered, delivery to carrier by seller did not pass title, and buyer did not break contract by declining to accept goods as inferior and not up to sample when tendered for delivery at point of destination.—*Farmers' Rice Milling Co. v. Standard Rice Co.* Court of Civil Appeals of Texas. 264 S. W. 276.

Penalty for Delay in Paying Claim.—Failure of consignee to file claim for loss at point of destination of shipment as required by Act No. 29 of 1908 held to preclude recovery by him of the statutory penalty for failure to pay the claim within time prescribed, though claim was properly filed at place to which it would have been forwarded had it been filed in accordance with statute. Act No. 29 of 1908, imposing penalty for failure of carrier to adjust claim, is a penal statute, and must be strictly construed.—*Daniel v. Louisiana Ry. & Nav. Co. In re Daniel.* Supreme Court of Louisiana. 100 South. 684.

Set Off against Carrier's Claim not Barred by Lapse of Time.—While Transportation Act 1920, § 206 (Comp. St. Ann. Supp. 1923, § 10071½cc), bars an action against the Agent on a cause of action arising out of government operation of the railroads in two years after passage of the act, it does not bar the right to offset against a claim of the government arising out of such operation a demand also arising out of that operation, where the right is given by a state statute, as by Pierce's Code Wash. § 8353 (Rem. Code Wash. 1915, § 266).—*First Nat. Bank of Chicago v. Rogers, Brown, & Co.* U. S. District Court, Washington. 299 Fed. 602.

Bank Bound by Promise to Honor Draft.—Failure of purchaser of peanuts and his bank to disclose, in telegram to another bank, unconditionally promising to honor draft on receipt with B/L attached, agreement that it would not be paid unless peanuts were in merchantable condition when delivered, held fraud on latter bank and drawer of draft, even if it had paid for peanuts, and a drawer knew that purchaser desired dry sound peanuts only when telegram was delivered, they having surrendered possession and control of peanuts thereafter solely in reliance on telegram.—*Watson et al. v. Jackson.* Court of Civil Appeals of Texas. 264 S. W. 604.

Telegraph Co. May Limit Liability.—Contracts by common carriers and similar public service corporations to exempt themselves from either total or partial liability for negligence are void as against public policy, regardless of whether they rest upon a consideration. Basing of rates by common carriers and similar public service corporations in part on liability involved in a given service is determination in advance of the maximum amount thereof, a liquidation of the damages contingent upon nonperformance of the service, and is not a limitation of liability for negligence.—*W. U. Tel. Co. v. Public Service Commission.* Supreme Court of Missouri. 264 S. W. 669.

Landlord's Lien.—Where a lease of a farm on shares contains a provision to the effect that title to and possession of all crops shall be in the lessor until the conditions of the lease have been complied with by the lessee, and a division made of the crop, the interest of the lessor prior to a division is co-extensive with the entire mass of crop produced, and one who converts any portion of such common mass prior to such division is liable in an action by the lessor for the conversion of such grain for the damage sustained by reason of such conversion.—*International Harvester Co. of America v. Osborne-McMillan Elevator Co.* Supreme Court of North Dakota. 199 N. W. 865.

Brokers.—Stockbroker's statement of a count of transaction for customer constituting an account stated was not impaired by cause containing usual letters "E. and O. E." which were intended to guard against some insubstantial error and mistake. Stockbroker dealing in stocks for a customer on margin need not resort to stocks held as security, the account before suing for balance due him.—*Britton v. Scognamillo.* Court of Appeals of New York. 144 N. W. 649.

Contract of Sale.—Where by contract the seller was to gather the corn and the buyer was to receive it at the place where gathered and the seller gathered the corn and the buyer received it, delivery was made at the time the corn was gathered. Where, in contract of sale of personal property, the price is left blank the law will fix the price at the reasonable or market value at the time of delivery.—*Wilkins v. Jackson.* Supreme Court of Oklahoma. 27 Pac. 882.

Taxation of Farmer's Stored Wheat.—Wheat stored for purpose of sale in a warehouse located within corporate limits cannot be said to be "connected with the farm" of the growers within the meaning of Rev. Comp. Stat. § 11134, and is subject under sections 11097, 11109, 11115, to tax by the municipality when so stored on March 1 preceding its assessment, in view of sections 11102, 11132-11134, specially providing that place where certain kinds of property shall be listed for taxes, and sections 4939, 6411, making school and road districts special taxing districts, and providing for levying special tax on all taxable property within such districts "taxable" not having the effect of excluding property whose owner resides elsewhere, such statutory provisions warranting the conclusion that it was the legislative intent to make tangible personal property, unless otherwise specially directed, taxable in the taxing district in which it has its situs on March 1st of the taxing year.—*Town of Uniontown v. Klewgard.* Supreme Court of Washington. 22 Pac. 610.

Application of Low Grades on Contract.

W. P. Devereux Co., Minneapolis, Minnesota, plaintiff, v. The Darragh Co., Little Rock, Arkansas, defendant, before arbitration committee No. 5 of the Grain Dealers National Ass'n, composed of H. C. Gamage, L. C. McMurtry and W. H. Kingsworth.

This case involves the handling of car 15057 R. I. & G., shipped by plaintiff from county point to apply against sale to defendant under date of November 16, 1923, of one capacity car No. 3 yellow corn, shipment within five days at 96c c. a. f. Little Rock, Ark., Little Rock official weights and grades.

Car arrived at Little Rock on Nov. 30, 1923, inspecting No. 4 yellow corn 54½ lbs., moisture 18.7%, etc. Defendant promptly notified plaintiff of the grade, advising market price of 83¢ per bushel, asking if they (defendant) should handle at that price. Plaintiff replied that in their opinion car should be handled at market difference between No. 3 yellow and No. 4 yellow corn, to which defendant replied as follows:

"We sold 3 yellow corn against our purchase on your contract. Cannot deliver 4 yellow corn what shall we do."

Plaintiff replied in part as follows: "Let your conscience be your guide; can't you replace and apply at market difference?"

Defendant thereupon unloaded car on basis of 84 cents Little Rock, or 12c a bushel under contract price, and it is the opinion of the committee that the car shipped by W. P. Devereux Co. grading No. 4 was not applicable on contract, and that it was optional with the Darragh Company to reject outright or buy in conformity of contract grade or to handle the car in question at an agreed price. There was no provision in this contract that lower grades should be handled at the market difference. The risk as to the grade and to market fluctuations until graded was assumed by W. P. Devereux Co. in their contract of sale.

Further, we are of the opinion that reasonable interpretation of plaintiff's last wire of Nov. 30 was authority for The Darragh Company to handle the car to best advantage possible, and this we believe defendant did.

We, therefore, find for defendant in this case, and disallow claim of plaintiff and assess the costs of this case against the plaintiff.

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pen Bs/L Not a Proper Tender on Contract.

Smith Bros. Grain Co., Fort Worth, Tex., plaintiffs, v. Clement Grain Co., Waco, Tex., and Parker Corn Co., Kansas City, Mo., defendants, before the arbitration appeals committee the Grain Dealers National Ass'n, composed of Elmer Hutchinson, W. W. Manning, A. S. McDonald, Jno. S. Green and H. A. Rumsey.

Appeal from decision of arbitration committee, No. 4, in which the claim of Smith Bros. Grain Co. against each party was disallowed. Smith Bros. Grain Co. appellant.

Aug. 28, 1919, Smith Bros. sold to Parker Corn Co., 10,000 bus. of No. 2 white corn at 60 f. o. b. San Antonio rate points, shipment during the week ending Sept. 6, official weights and Kansas City official inspection. Sept. 5 Smith Bros. bought from the Clement Grain Co., thru a Fort Worth broker, five cars of No. 2 white corn at \$1.44 f. o. b. Rio Grande valley points, Kansas City weights and inspection. "For shipment this week to Kansas City billed to shippers, O/N Parker Corn Co." identically with the intention of applying this on the sale to Parker.

The Open Billing.—It is not shown exactly what billing instructions were given by Clement to his shipper in the Rio Grande Valley. Of four of the cars were billed out of Mercedes, Tex., on Sept. 5 on open Bs/L consigned "Clement Grain Co., Dallas, Texas." The words, "Dallas, Texas," were scratched out with pen and ink and "Kansas City, Mo." inserted. The ladings also bore the notation, "destination changed at Harlingen, W. N. Dudley, Agent." The fifth car, N. Y. C. 215526, was covered by an open B/L dated Mercedes, Tex., Sept. 6, consigned "Clement Grain Co., Kansas City, Mo." Harlingen is a station on the same railroad in direct line of travel 13 miles from Mercedes, and the information developed in this case indicates that when the shipper at Mercedes asked the carrier to bill these cars to Kansas City the local agent refused to do so, claiming that Kansas City was embargoed, consequently the cars were billed to Dallas, Tex., with the idea they could be diverted by the interested parties to a final destination. The following day, Sept. 6, this feature was clarified to the effect that the embargo against Kansas City was not effective against them, so the agent at Mercedes issued a B/L for the fifth car for Kansas City. The first car, however, had moved in the meantime to Harlingen, and the agent at Harlingen made a change in the destination of these cars from Dallas to Kansas City on the 6th day of September at the request of shipper.

Apparent Diversion.—In due course of time these ladings were attached to drafts drawn on Clement and presented to Smith. Smith objected to certain features on the ladings, mainly the fact that they showed diversion, whereas his purchase was based on a direct shipment. He took the matter up with Clement by phone. Clement explained the situation as outlined above and contended that these changes in destination were made by the carrier to correct his own error and were not actual diversions. On this explanation Smith paid the drafts, apparently taking no exception to the ladings.

Final Buyer's Objection to Open Billing.—Smith then invoiced three of these cars to Parker on contract—M. P. 40727, N. Y. C. 215517 and N. Y. C. 215526—making drafts with the above described ladings attached, payable on demand. These invoices and drafts included 39 cents per cwt. freight charged in advance as prepaid. Upon presentation of these drafts on Sept. 13 Parker first asked for a reduction of \$200 a car in same and later refused payment altogether, alleging diversion under contract expired and objecting to the "B/L" or open Bs/L. This particular telegram advising refusal of drafts is not in the file of either party and we are compelled to surmise the contents by the correspondence that followed. The drafts evidently were protested and returned to the drawer in the usual manner on Sept. 13 or 14.

On Sept. 19 Parker wired Smith: "Three Mercedes cars here; buyer will accept 215526 lading properly executed or released. Can apply the other two which were diverted at dollar sixty basis here. No drafts received on first shipments of corn."

To this Smith replied: "We guarantee correct lading on 215526. Pay draft or release by check. Papers not returned here on other cars. The waybills and positive diversions if any are within contract. Shipper says positively not diverted. Expect you to accept on contract without dock if grade up to contract. Inspect waybills, wire result."

Again Smith wires Parker on Sept. 20: "No question about 215526, you must handle. On other Mercedes cars we contend they apply even if diverted as trade entered by wire does not say anything to contrary. Will sell for your account unless you wire that you accept on contract."

To this Parker replies: "If yesterday's offer for the three Mercedes cars not acceptable then I will sell them out for account whom may concern and we will arbitrate before National

Ass'n on the grounds that proper delivery not made."

On the same date Smith again wires Parker: "If you will examine waybills you will find that corn was billed direct from Mercedes to Kaysee. It is true that B/L shows destination changed, but same was changed upon authority of Mercedes agent to agent at Harlingen but the waybill reads Mercedes to Kansas City according to contract and our drafts should be paid."

No further action was taken by either party except Smith made disposition of the corn for account of whom it may concern. A letter dated Oct. 1 from Parker to Smith contains the following paragraph: "Had the three cars from Mercedes been billed shipper's order or negotiable bill of lading so that we could have taken out diversion here with the railroad and had the cars shown shipment within contract time, you would have found us ready to take them, but instead of a shipper's order B/L they were billed flat to the Clement Grain Co."

First Buyer Bound by Acceptance of Open Billing.—In adjusting this controversy we first eliminate the Clement Grain Co. While its failure to comply with the billing instructions in detail undoubtedly was the cause of the trouble that developed, these errors were apparent at the time the drafts were presented to Smith Bros. Grain Co. except the feature of diversion. Before paying the drafts Smith called Clement by phone and this diversion feature was explained in accordance with the facts as later developed. No exception was taken to the open Bs/L and the drafts were paid. By this act Smith Bros. waived their rights against that defect.

This leaves Smith Bros. with open or non-negotiable Bs/L in their hands. While Parker was in error on the matter of diversion and the cars were deliverable under contract as far as that feature was concerned, he was well within his rights in refusing to pay the demand drafts by reason of the excessive amounts and the open B/L attached.

An open bill of lading is about the most unsatisfactory document that can be issued in the handling of a grain transaction as it conveys no title; and full dominion over the property is held by the shipper until actual delivery of the grain is effected at destination. In the meantime the shipper could divert the shipment—to some other market or order delivered to some other consignee without the actual possession of the original B/L or the formality of its surrender to the carrier.

Such shipments are not a proper tender on a grain contract until arrival at destination and full release arranged for to the buyer. Had such a tender been made in this case these three cars would have been applicable on this contract. There was, however, no obligation on the part of Parker to make bond for delivery of these cars to himself, and until an actual tender of the grain was made as outlined above there was nothing he was called upon to do.

This ruling looks highly technical and is perhaps at variance with the equities of the situation, but this committee is not prepared to say at this time then that an obligation rests upon the buyer to accept on contract shipments not properly tendered or to go out of his way to cure obvious defects in such tenders. We therefore disallow the claim of Smith Bros. Grain Co. against Parker Corn Co. on these three cars.

With regard to the discount on Southern 15080, we approve the decision of the arbitration committee.

As the above decision is in effect the same as that of the lower committee, notwithstanding we have reached the conclusion over a different route, we assess the cost of the arbitration and appeal against Smith Bros. Grain Co.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

The Shovel Was Returned.

I had such a funny experience recently I must tell you about it. Instead of the usual calendars for the Holiday season's gift, we put out a fire-shovel, with an advertisement of our name "Clark Brown Grain Co., Coal & Grain" on each shovel. This morning after settling with one of our customers for a load of oats he had just delivered, I said, "Mr. Takeit, have you got one of our shovels yet?"

Imagine my surprise when he answered, "Well, say! Do you know I can never think to bring that shovel back."

It was a No. 12 that he had taken home some eight or ten months ago while getting a load of coal. I'll say, IT PAYS to advertise. —H. C. Smith, Mgr., Clark Brown Grain Co., Minburn, Iowa.

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GRAIN DEALERS JOURNAL
930 So. La Salle St. CHICAGO, ILL

Fumigation of Flour Mills and Elevators.

Eugene Arms of the Mutual Fire Prevention Bureau in the quarterly of the National Fire Protection Ass'n for July, 1924, summarizes the methods of destroying insect life that are known to grain dealers and millers, and gives a description of the procedure with each fumigant.

The eight most harmful grain insects are described and the reader can determine whether to use the carbon bisulphid, hydrocyanic gas or heat methods fully described, or the freezing, smoke, petroleum, carbon tetrachloride or chloropicrin methods briefly touched upon by Mr. Arms. Of chloropicrin, a valuable fumigant first exploited in the Grain Dealers Journal, after the world war had made it a commercial product, Mr. Arms says:

"Professor Chapman of the University of Minnesota has perfected and subjected to every possible test a combination of the army tear gas (chloropicrin) and carbon tetrachloride. Baking tests on flour and chemical tests on wheat show that the gas leaves no trace on the product. The gas is very heavy and permeates a bin of grain quickly. It is very much more toxic (effectively poisonous) than any fumigant now used.

"It is necessary to use a gas mask in handling this fumigant. Chloropicrin is not a deadly poison, but it has an exceedingly painful effect on the eyes, altho the eyes are not considered to be permanently injured by contact with the gas.

"The regulations of the railroads regarding the shipping of poisonous gases have made it impossible up to the present time to interest any manufacturer in preparing this fumigant commercially; but these obstacles are being removed and it is hoped that the fumigant will soon be available."

With the assistance of the Underwriters Grain Ass'n and the Mutual Fire Prevention Bureau in financing the latter stages of the development, this fumigant has now been perfected. They have persuaded a chemical company of Niagara Falls, N. Y., to manufacture the fumigant. A sealed cylinder for its transportation by rail is now being prepared and it should not be long before the new fumigant is on the market.

Radio Market Time Changed.

Market quotations and market news is sent out over the Chicago Tribune broadcasting station, WGN, located on the Drake Hotel, formerly WDAP, the Chicago Board of Trade station, direct from the wheat pit every half hour during the trading hours of the Chicago Board of Trade.

But the closing quotations and market news are now sent out at 1:25 p. m., and the final summary at 5 p. m.

This change is made due to the Sept. 27 reversion of Chicago to Standard Time instead of the "Daylight Saving" time the city has had in effect during the summer months.

Roy Clodfelder in Trouble.

Roy Clodfelder, of Oaktown, Ind., has been placed in jail pending action by the grand jury. He owed Mrs. Jessie Bond of Bruceville \$8,000 evidenced by notes, and when pressed for payment he is said to have driven with her to get the money from his father at Freedom, Ind. En route he told Mrs. Bond he had to get a mortgage at Oaktown, and turned off on a less frequented road. Shortly after making the turn they were held up in daylight and the notes taken from Mrs. Bond by the robbers. Two days later a search of Clodfelder's office by the sheriff disclosed the notes, which were identified by Mrs. Bond. When taken to jail Clodfelder claimed that the notes found were originals that had been canceled by renewal notes. Mrs. Bond said the notes never had been renewed.

The fire fiend seems to have followed Mr. Clodfelder with untiring vigilance. According to *The Sunday Commercial* of Vincennes, Ind., a mysterious midnight fire destroyed the elevator at Oaktown, May 3, 1923, of the Wabash Grain Co. Clodfelder ran the business under that name.

Fire destroyed the elevator and mill of the Farmers Union Elevator Co., at Carlisle, Ind., May 9, 1922. Clodfelder was in a deal to buy it in 6 days.

Fire destroyed the elevator of Perry H. Easton at Westphalia at midnight Dec. 4. Clodfelder later built an elevator near the ruins.

An incendiary was detected at midnight coming out of Harry White's elevator at Carlisle, June 14, 1923. The night watchman fired several shots at him. The watchman and night telegraph operator went back to the elevator and discovered lighted straw in the basement timbers. Clodfelder owned a site for an elevator in Carlisle and had been doing some shipping during the rush of wheat with a portable loader.

Fire destroyed the elevator of J. Sartor at Oaktown on July 16, 1922. Loss, over \$33,000. Clodfelder was a competitor.

Fire destroyed the old mill at Sandborn at midnight July 6, 1923. Of 16 loads of wheat hauled in by farmers that day to Sandborn the mill got all. Clodfelder's elevator was getting none.

Bernard Hancock, Clodfelder's surety on the notes, is said to have stated the notes never were renewed. Rush L. Bond died Aug. 27, 1917, and Clodfelder bought his elevator at Oaktown in March, 1921, of the Bond estate.

E. R. MEACHAM, engineer of the Wisconsin College of Agriculture is perfecting an electric drying apparatus which may be set up in the field under the stacks of grain. Providing it proves successful, it will be possible to stack grain immediately after cutting and dry it out with the electric blower. This will eliminate the necessity of waiting for the sun to do the drying—which is uncertain and often unsatisfactory.

Insurance Notes.

HEARING ON the petition in involuntary bankruptcy of the Associated Employers' Retirement Fund of Chicago, was postponed until Oct. 1.

"GROUP LIFE INSURANCE," what it is, what it does, is covered by an illustrated booklet being distributed by J. D. Whitney, publicity manager of the Travelers Insurance Co., Hartford, Conn.

THE LOSS ratio experienced in 1923 by Indiana fire insurance underwriters was 5% of the total amount of premiums paid to underwriters by assured persons and concerns says T. S. McMurray, state insurance commissioner. The loss ratio where insurance was written on cereal, grist, feed, rice and flour was in excess of 100%. Losses suffered were \$100,962; premiums paid, \$83,546; business written, \$3,845,441.

TOPEKA, KAN.—The Kansas insurance case opened here on Oct. 7 before G. F. of Emporia, referee appointed by the District Court at Topeka. Hearings are expected last a month, the case involving an examination of the profits of various fire insurance companies operating in the state during the past 10 years. The case is of special interest due to the large amount of premiums paid with the Kansas Insurance Department, aggregating approximately \$2,000,000. This trial is expected to end two important litigation, Kansas and Missouri.

REPRODUCTION COSTS of buildings, at present, points out D. C. VonBehren, head of the insurance department of Armour & Co., reduced the percentage of depreciation since construction of the buildings, represents the actual value at any time. This is the amount upon which fire protection should be sought. Not infrequently, thru present day appraisal the fire insurance paid when a building is totally destroyed, is greater than the original cost of the building. This is particularly true of buildings more than 20 years old. Buildings so old could not be replaced today for what they originally cost.

Books Received

CORN ROOT, STALK, AND EAR ROT DISEASES, AND THEIR CONTROL THRU SEED SELECTION AND BREEDING, by J. R. H. bert, W. L. Burlison, B. Koehler, C. M. Woodworth, and G. H. Dungan, gives facts which enable the corn grower to control the disease. The book is divided into 7 parts, dealing with review of literature on ear characters of corn as related to yield, causes and symptoms of corn root diseases, economic importance of corn root diseases, experimental conditions and methods, physical characters of seed ears associated with seed infection and non-infectious susceptibility and resistance to the root, stalk and ear rot diseases, and a program of corn improvement. It is profusely illustrated with half-tone and colored plates. Bulletin No. 2, University of Illinois Agricultural Experiment Station, Urbana, Ill.

"CONTROL OF STINKING SMUT OR BURN OF WHEAT with Special Reference to Dust Treatment," by R. C. Thomas (Ohio Sta. M. Bul., 9 (1924), No. 1-2) describes that disease and gives an account of tests made in 1922-23 to demonstrate the value of copper dust. Spring and winter wheat were both used in the experiments. Check plots showed abundant infected materials but no smutted heads were found in the formaldehyde plots and only negligible percentage of smutted heads appeared where copper carbonate treatments were used. Copper carbonate and copper sulphate gave practically the same control results.

Seed-O-San dust and Chlorophol reduced infection from 21 to 1 and 3 per cent, respectively. Nickel carbonate appeared to be about as valuable as Seed-O-San. The author recommends 3 oz. of powder for each bushel grain treated.



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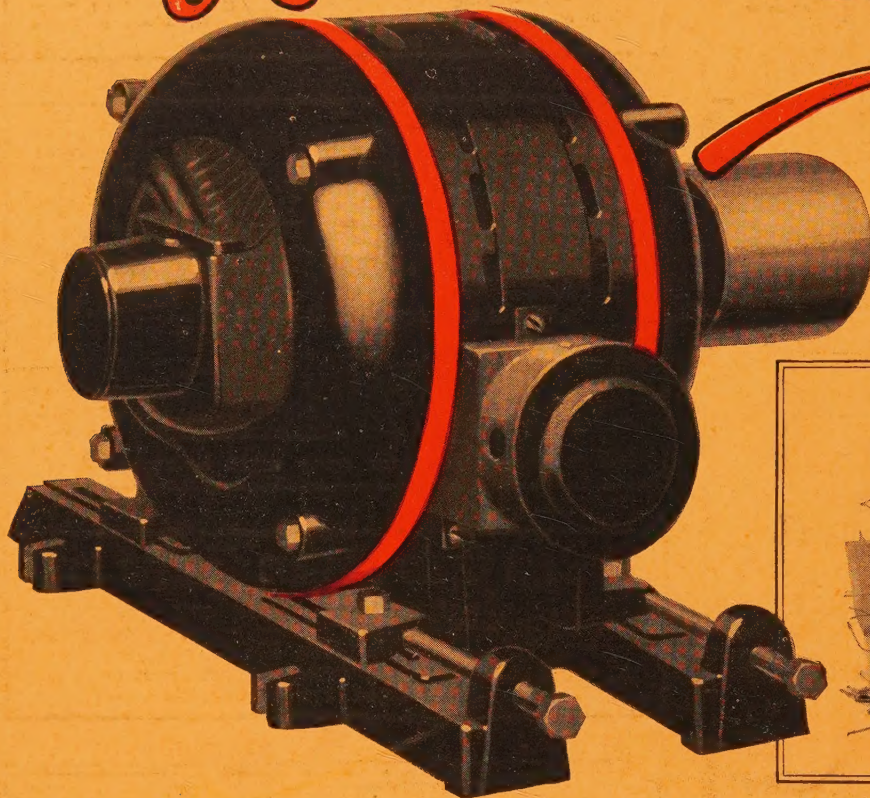
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